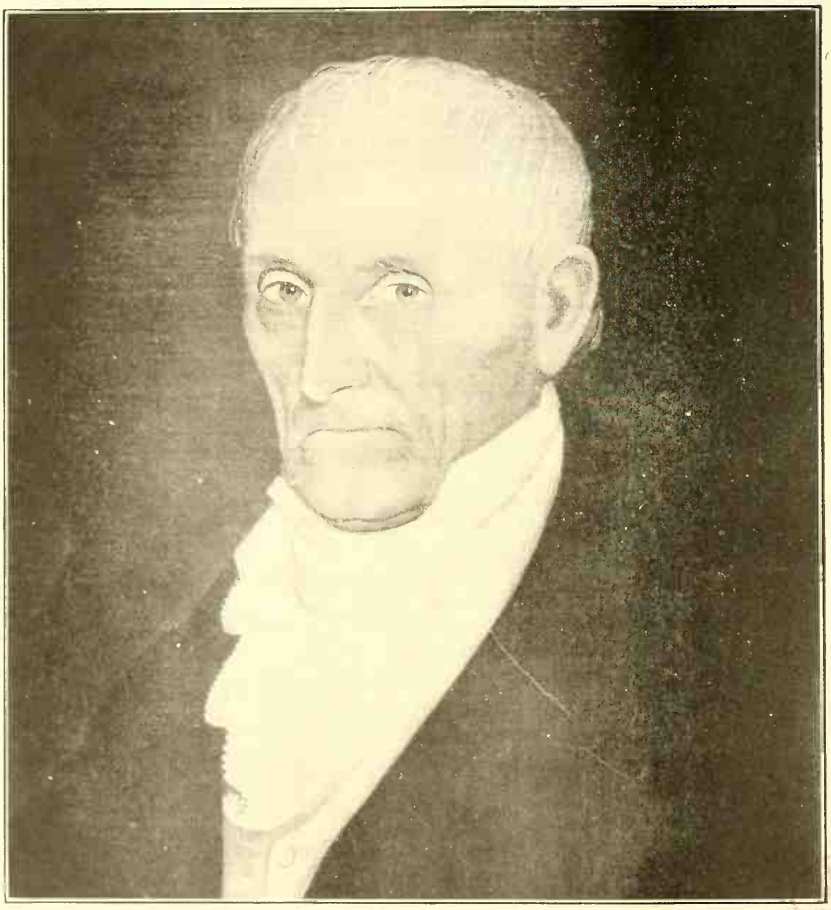
No. 4470A.185
V. 2

Digitized by the Internet Archive
in 2010 with funding from
Boston Public Library

http://www.archive.org/details/troyrensselaerco02hayn



COL. ALBERT PAWLING
First Mayor of Troy and First Sheriff of Rensselaer County.

BOSTON PUBLIC LIBRARY

TROY

AND

RENSSELAER COUNTY

NEW YORK

A HISTORY

BY

RUTHERFORD HAYNER

Member of the Editorial Staff of "The Troy Times"
and for Ten Years Editor of the Art Section

VOLUME II

LEWIS HISTORICAL PUBLISHING COMPANY, INC.
NEW YORK AND CHICAGO
1925

C

COPYRIGHT
LEWIS HISTORICAL PUBLISHING COMPANY, INC.
1925

Nov. 7, 1927
M
PUBLIC LIBRARY
OF THE
CITY OF BOSTON

CHAPTER XVIII.

IN ART AND LITERATURE.

By Dwight Marvin.

Artistic Instinct First Expressed in Collections—Some Trojan Painters, Whose Works Gave Them Prominence—Beautiful Examples of Architectures—Educators, Preachers, and Scholars as Writers—Emma Willard's Famous Hymn—The Best Known Christmas Poem.

Ever since the day more than two hundred and fifty years ago, when a mill was erected on the Wynantskill and became a center in the industrial life of this section of the Hudson Valley, Troy has been a mercantile and manufacturing city. Its splendid citizenship has expressed itself in terms of business. It is in the creation of factories, transportation lines and companies for the distribution of important commodities that it has made its name famous around the globe.

It is natural that in such a community art, literature and the other evidences of cultural life should lie in the background. Not that they have not existed: The Rensselaer Polytechnic Institute, the Emma Willard School and Russell Sage College are ample proof that Trojans are deeply interested in something far outside of the mere machinery of materialistic achievement. But the exceptional success of the city's leading men and women in commercial pursuits has emphasized this side of their nature rather than their excursions into the sphere of art and letters. It is, however, fitting that these, too, be chronicled lest one conclude they have not existed.

Where fortunes are made in trade and manufacture, the first expression of the art-loving element of the population in an artstic direction lies in the appearance of the collector. Engaged during the greater part of his time with the development of his business, he finds recreation in something utterly different. He has the capacity for enjoyment and the possibilities of gratifying his taste for beauty; so he seeks, from the storehouse of the past or from the artistic production of the present, objects that delight his eye.

Collectors of Art Work—Perhaps the most notable examples of the collector's passion in the earlier days of Troy were the groups of art objects brought together by members of the Warren family. Nathan B. Warren, for example, found his pleasure in pictures. Some of the canvases which all but covered his walls were brought from Europe and were the work of men by no means lacking in artistic ability. With these were mingled copies of Old Masters, done by competent men and women of later periods; a few were modern works. George B. Warren, his cousin, was even more catholic in his tastes. Pictures he had in abundance, by such artists as George H. Boughton, E. K. Johnson, and Mme. Ronner, but his special interest lay in small Chinese porcelains. His collection, one of the finest and the largest in America, is now in the Metropoli-

tan Museum of Art in New York. He also took great delight in his garden of wild flowers, accumulated from all parts of the world.

Later on this love of art spread into a larger circle of homes. William Sleicher was at one time the owner of a very extensive collection of paintings, more numerous than those of any other Trojan. Indeed, there was hardly an inch of wall space in his home which did not hide behind a canvas; and in the attic were scores of others for which he had no place. Most of these were the work of contemporary artists, but representative works by Franz Hals, Tenniers, Diaz and others of the early Flemish and Dutch schools were included, as well as several most remarkable pictures by the elder Inness and artists of his time. Some of these still hang on the walls of his son's home in this city. George W. Daw also had a most unusual collection of paintings at his home, Boradaile.

Probably there is to-day no home in Troy so richly favored, from the standpoint of art, as that of Mayor James W. Fleming. He has several examples of the work of Israels, one of them "Watching and Waiting," an admitted masterpiece; a very fine Mauve and other works by such men as Henner, Von Marcke, Jacques, Broughton, and Brown. The late Thomas A. Knickerbacker was a collector with a breadth of sympathy which took in almost every branch of art and which made his home a veritable museum of pictures, marbles and bronzes. Recently E. Harold Cluett has been gathering a group of pictures of merit, ranging from original etchings of Rembrandt to canvases by the best local artists of to-day. Half a dozen other Trojans have collections of which any art-lover might well be proud.

An Incentive to Artists—This disposition to own art objects, dating back to the early days of Troy, naturally assured an art sentiment in the community. Where there are patrons there are sure to be producers. And thus it was that early in the nineteenth century, when the first of our citizens desired to ornament their homes with something a littte better than that which those about them found satisfactory, one hears of "young ladies of fashion" aiming higher than the usual "sampler," and of young men who were not ashamed to be engaged in occupations looking to beauty rather than to wealth. Even as far back as the days of the village of Troy we find men situated in the community, earning their livings from the work of their studios. In those days portraiture in color was not the privilege of the well-to-do alone, for there was no such thing as photography, and every person desiring the likeness of any member of his family had to resort to the painter—unless he was satisfied with silhouettes. Some of these painters were, of necessity, very amateurish, but the high-priced artists alone could not supply the demands. So we find as far back as in 1801 an advertisement of a portrait painter named Earle in the Lansingburgh "Gazette." Within the next ten years thereafter several other seeking patrons are found in the columns of the Troy "Budget." These advertisements appear at intervals in all the Troy newspapers until just before the Civil War, when the invention of Daguerre made portraiture a possibility for all and the painter's skill the resort of a few.

Out of this long list of portrait painters—Prime, House, Young, Hagan, Ranson, Shanley, Lawrence, and many others, some of them of considerable ability, but one stands out as a man of real genius. Most of them are still represented in Troy by family likenesses, some of them amusing, others very satisfactory, which hang on the walls of the older houses where antiquity is guarded and spared from destruction. But only Abel Buell Moore seems to have gained more than local fame. Mr. Moore was a real artist. Born in Rupert, Vermont, in 1806, he early developed sufficient promise to lead him to the art schools of Boston and later to the studio of John Quida in New York. He came to Troy in 1823 and remained a part of the community until 1875, when he retired to Rhinebeck, where he died four years later. Mr. Moore had a fine sense of likeness and a keen appreciation of color. When one considers the comparative lack of artistic ideals which, during his period, gave men with little technique and less taste an assured position among the artists of the country, it seems remarkable that Mr. Moore did not attain even greater fame than he won. As it was, he painted the portraits of Governors, judges and leaders in all walks of life. There are at least a dozen specimens of his work on the walls of Troy homes to-day, testifying to his right to a place among the true artists of his period.

While Mr. Moore was lying the foundation of his reputation, another young artist was working in humble pursuits in Troy who was destined to earn an honorable niche not only in the art of the community, but of the country. William Richardson Tyler, born December 17, 1825, was an artist from his childhood. When hardly able to understand what he was about he began to crush wild berries which he found in the vicinity of his rural home and make colors with which to paint. He came to Troy at eighteen and found a place in the car works of Eaton and Gilbert. In those days railroad coaches were as ornate as royal equipages. The outside was elaborately decorated and the panels inside were covered with scenes along the route or with copies of ancient masterpieces. Young Tyler became apprenticed to this trade—or art—and he worked in the Eaton and Gilbert Shop until the modern railroad coach drove him out of business. Then he opened a studio of his own, in 1858, and began an independent career. He had already painted landscapes on private order and had proved, although he had never taken a lesson in art in his life, that he was no mere tradesman. From that day until his death, with the exception of a year abroad painting and traveling, he lived in Troy; and a large portion of his best work was sold to Trojan art patrons. Justice Charles R. Ingalls, for example, had eight of his canvases; and many houses boasted of nearly as many. His fame spread; and to-day his work hangs in the homes and galleries of many American cities—Boston, Chicago, San Francisco, New York, and Brooklyn. Nautical scenes and landscapes were his specialties, but his European trip added a group of delightful Venetian vistas and Scottish hills to the roll, and on a number of occasions he essayed portraiture, though often with indifferent success. It is generally felt that his best canvases are those which issued from summers along the coast of Maine, at Block Island, and on Cape Cod; although some of his sylvan scenes are very sympathetic and brilliant.

From the time of Mr. Tyler's most fertile period—which was in the 'seventies and 'eighties—until the opening of the twentieth century, there was little artistic production in Troy. Charles G. Beauregard painted portraits and adapted famous pictures by the Old Masters to his needs with considerable skill and genuineness. Harlan P. Buckland used his whimsical brush in a delightful way to improve the drawing rooms of the Victorian hostesses of Troy. A few of the older school of portrait painters and their artistic descendants—Young, House, and Ranson—still maintained studios and put upon the canvas the likenesses of Trojans; and some of them, Bradley Brayton Bucklin, in particular, painted landscapes and exhibited them successfully not only in Troy, but also in other cities. Mr. Bucklin was an intimate friend of Mr. Tyler and for years they had adjoining studios. He was particularly happy in his marine views, and at least one of his portraits hangs in a public gallery. This is a portrait of Polly Lawton, a famous beauty of Newport in Revolutionary days.

The Later Painters—But it was not until Mrs. Samantha L. Huntley began to make her way into the art world that Troy again spread itself in this activity beyond its borders. Mrs. Huntley was a native of Watervliet and has lived in Troy practically all her life. Showing an early appitude for painting, she went to New York to the Art Students' League and thence to the Julian Academy and the Ecole des Beaux Arts and Ecole Normale in Paris. On various occasions she has sojourned for long periods abroad, particularly in France, Spain, and Italy, studying technique with such masters as Jules le Fevre and copying scientifically the works in the great European galleries. Mrs. Huntley, until recently, confined herself wholly to portraiture. She has exhibited in several Paris salons, one of her pictures being specially hung as a signal of honor. It was a portrait of Mrs. Charles P. Presley and her daughter, of Augusta, Georgia, women of the American diplomatic service. Her painting of Senator Vilas, Secretary of War under President Cleveland, hangs to-day in the Wisconsin State House Library, while a replica is on the walls of the Courthouse in Madison. She also painted the portrait of Director Griffith of the Detroit Museum of Art for that collection and in the capitol at Albany her portrait of Governor Frank W. Higgins is admittedly a masterpiece. Secretary of the Navy Lamont also sat for her and the result graces the walls of the Navy Building in Washington. In Troy there are many examples of her work. Perhaps the most striking is the recently completed portrait of Mrs. Albert E. Cluett and her four sons. Her portraits of Charles E. Hanaman in the directors' room of the Troy Savings Bank and of William F. Gurley in the great library of the Emma Willard School have been highly commended.

Mrs. Huntley recently began landscape work. Her view of Mount Ranier, painted during a six months' camping trip in the mountains of the State of Washington, is owned by E. Harold Cluett. She is doing more of this sort of work now than of portraiture; and apparently she will conquer in this field as in that of her earlier labors.

Troy has but one artist who has excelled in the domain of mural

decoration. The store of Sim and Company is known all over the eastern part of the State, not only for its splendid array of jewelry, silverware, china and glass, but also for its panels depicting the early history of Troy. There are few stores in America so tastefully and beautifully decorated. These are from the brush of Mrs. Frederic B. Sim, formerly Miss Isabel Lusty, one of the best of our contemporary artists. She has a wide range of subjects, having a more than local reputation in portraiture and in landscape work as well as in mural art. Educated at the Beaux Arts in Paris, in Italy and in the studios of Kenyon-Cox and William M. Chase in New York, she made her mark early in her career through her mural work in the E. H. Harriman home at Arden in which she collaborated with Barry Faulkner. Not content with the study of painting alone, she studied architecture and twice was represented in the annual exhibits of the Architectural League in New York. For two years she worked with George De Forest Brush. Of late she has turned more and more to portraiture with exceptional success. Her portrait of Ellis Fisher, with his dog, won her fame far beyond the confines of Troy; and several Trojans have sat for her.

No portrait painter in the East gives greater promise to-day than Miss E. Marguerite Enos, daughter of the Rev. Edgar A. Enos, D. D., rector of St. Paul's Episcopal Church. Miss Enos went to New York to study at the Art Students' League very soon after her graduation from the Emma Willard School. There she developed an original style and was marked as a student with exceptional talent. Further study with Kenyon Cox and William M. Chase and in France and Italy brought her to maturity; and immediately upon her return she began teaching at the Albany School of Fine Arts and painting portraits. Of these she has produced a remarkable series; and her exhibitions have won her high praise and many commissions. Among the privately owned portraits she has shown are those of Miss Julia Bush, Mrs. Dwight Marvin, Miss Mary Rogers Warren, Miss Florence Baxter, and William Gorham Rice, Jr. She has recently painted portraits in Syracuse, Summit, New Jersey, Westerly, Rhode Island, and several other cities, with invariable success. Her portrait of the late Senator Edward Murphy, Jr., which hangs in the Manufacturers' Bank has been highly complimented by those who knew him well. It was a remarkable achievement for Miss Enos was compelled to produce it from childhood memories and photographs.

Troy Artists in Other Fields—Besides such representative Troy artists as these several others have been born in Troy, or have resided and worked in the city at some period of their careers, and therefore they can be claimed as Trojans. Such was Alban Jasper Conant, who lived in Troy during the middle years of the nineteenth century and was long remembered as the leader of a large chorus choir in the First Baptist Church. He went from Troy to St. Louis and two years later painted a portrait of Abraham Lincoln, generally known as the "Smiling Lincoln," because it is the only one of his several portraits that shows the lines of kindly humor that sometimes lit up his face. He also painted General

Sherman, President Grant and other statesmen, Rev. Dr. Beecher, Bishop Potter and many other men of mark in the pulpit. His portrait of President McCosh, of Princeton University, hangs in the Metropolitan Museum in New York.

Another Trojan who has made a name for himself and for his community is John G. Saxton, a scion of an old Troy family. His father will be remembered, not alone for his business activity, but as the organist at the First Presbyterian Church for many years. Mr. Saxton early began to draw and paint and finally went to Paris where he studied under LeFevre, Rony, Robert-Fleury and Merson. On his return he settled in Connecticut, visiting Troy occasionally to see old friends and relatives. He is at present residing at Seaford on Long Island. Mr. Saxton has been very successful, confining himself almost entirely to landscape work. He has received medals and honorable mention from several salons and expositions, among them that at Paris in 1900, that at Buffalo in 1901, and that in St. Louis in 1904. His canvases hang in the private homes and public galleries of many cities.

Mention also should be made of Henry Albright, who for several years headed the Troy Art Institute until the art pause after the war caused it to close its doors. He was an all-around genius, not only being adept in painting still life, landscape and the human figure, but also doing remarkable things in mural decoration, wood-carving, modeling and other branches of artistry. Many of his pictures hang in Troy homes.

Sculptural Work—Except in an experimental way, there has been little attempt in Troy to develop the art of sculpture. Tom Wallace, as associate of Mr. Tyler and Mr. Bucklin, did very creditable work, but commercially he was not successful and was able to spend only odd hours in his art. A few of his pieces were purchased by local enthusiasts and were considered good work for the period. But one of Troy's sons, Louis McClellan Potter, son of a stove manufacturer of fifty years ago, gained more than local prominence during his all too short life. After a course of study in Paris, he specialized in American Indian groups. He exhibited in Paris in 1899 and 1900, and in New York in 1909. On the latter occasion his collection won high praise. Besides his Indian groups he became favorably known for busts of Mark Twain, Brigham Young and other well-known Americans. Unfortunately he died in his thirties, just as he was attaining a sure touch and winning fame.

Some Fine Architecture—Mural decoration has been mentioned. It has seemed to many a bridge between painting and architecture. Troy has several examples of more than ordinary merit. The work in the Sim store has been noted. To this should be added a very fine piece of work in the baptistry of St. Paul's Episcopal Church, the work of J. A. Holzer, a friend and associate of John La Farge. St. John's and St. Joseph's churches also deserve praise, the letter being another example of Holzer's work. The First Baptist Church contains a remarkable series of Scriptural scenes painted some years ago in Dusseldorf and presented by William Sleicher. Strictly speaking, these are not mural decorations at all, but panoramic paintings hung after the method of mural art.

It is not surprising that in a distinctly commercial community art should express itself at its best in the field of architecture. For many years Troy made little pretension to beauty in the type of its buildings. Here and there something stood out boldly for its chaste beauty, such as the old courthouse, the classic First Presbyterian Church, and a few of the early Dutch Colonial houses, most of them unfortunately now destroyed. But within the last generation a new attitude has arisen. Naturally, it is expressing itself chiefly in churches and private residences. But there are noble exceptions.

The first structure that won the plaudits of people outside of Troy was the Hart Memorial Library. It was stated by one of the greatest architects this country has produced, a resident of New York, that if it were in Europe it would be visited by thousands and would be double-starred by Baedeker; and that if it were in New York it would be universally admired. It was suggested by a palace in Venice, but it was adapted to literary purposes to such an extent that it is a new creation. While it is rather dark and gloomy for the reader and in many ways lacking from the modern librarian's standpoint, as a work of architecture it is a gem. It is the work of Barney and Chapman, of New York. Although the firm were not Trojans, it was Trojans who accepted their plans; it was a Troy woman whose legacy made the building possible; and it is Trojans who draw their inspiration from its beauty.

Scholastic Structures—Another remarkable piece of work in the realm of architecture which has a reputation far beyond the confines of the city is the Emma Willard School. When Fred M. Cummings conceived of this group of buildings, he wished to seek that atmosphere of learning which never has been so thoroughly achieved as in the quadrangles and closes of the colleges of Oxford and Cambridge. Upon this English collegiate Gothic base he has given American education an example which combines the air of antiquity with the flavor of modernity and sets the pace for other schools. Probably there is not a group of school or college buildings in America, with the possible exceptions of Princeton and West Point, which preserve so perfectly the traditions of English collegiate architecture and yet blend with those traditions so well the needs of a twentieth century school. The great library, the sitting room, the quadrangle and the detail of all the buildings come very near the ideal and give Troy a unique standing among the educational centers of America.

In mentioning scholastic structures in Troy the Rensselaer Polytechnic Institute must not be passed over lightly. While the Georgian architecture of the buildings on the campus is not as striking as that of the group of Emma Willard School buildings, it is perfect of its type, recalling the traditions of Harvard and other early colleges in America, in the days when brick was the most available material for large structures. The line of dormitories along Fifteenth Street is picturesque and various fraternity halls going up in the neighborhood assure a true college center in that section.

The Troy Orphan Asylum is also a credit to the community. Its basic architectural idea is in the collegiate Gothic, with suggestions from

Georgian models. It has the reputation of being the handsomest institution dedicated to a city's orphans in the State of New York.

The best domestic architecture of Troy dates largely from the beginning of the present century. Of earlier types worthy of mention, perhaps Glenwood, the Eddy place that overlooks the northern wards of the city, is most representative. Its columns carry one back to the days of three-cornered hats and short breeches; and its ample size tells of the open house which was the rule among the well-to-do families of a century ago. There are several fine examples of this period in Troy, especially in Lansingburgh, where is by all odds the most interesting ancient residence in the city. This is the Powers house, originally built for Joannes Wendell, the first settler of Lansingburgh, perhaps two hundred years ago. We know it was sold to Abraham Jacob Lansing June 21, 1763, which gives it an antiquity unusual in the New World.

There are other houses in Troy dating to the first half of the nineteenth century and presenting some very beautiful features of that period. Chief among them is the residence of Albert E. Cluett, for many years the home of Mrs. Betsy Hart, a house of marble, whose proportions, carvings and other decorations mark it as worthy of special praise. Then we still have the Wool house at Ferry and First streets, the Vail house at Congress and First streets, and the Koon house on Pawling Avenue to give an other-day atmosphere. After them came other residences, unfortunately between the brick walls of neighboring houses, but pretentious and not lacking in beauty. Some of these have been rebuilt within the last two or three decades until they are now architecturally admirable. In such a connection should be mentioned the homes of Mrs. Walter P. Warren on Washington Park; of Mrs. James M. Ide on Second Street, a good example of the Italian type; of W. Leland Thompson on First Street; and of Charles W. Frear on Second Street, erected by William Kemp on an English basement model. The most pretentious of all is the Paine home, also on Second Street, of Romanesque style, and a splendid example.

But it is such modern residences as those of Mrs. A. A. Sampson on Pauling Avenue and Mrs. William F. Gurley on Spring Avenue, Elmer R. Thomas on Myrtle Avenue and Edgar H. Betts on Spring Avenue, the two Cluett houses on Pine Woods Avenue, the Eugene Warren residence on Westover Road, and the Sim home on Tibbits Avenue that point the way to the future. That Trojans are beginning to appreciate the delights of beautiful homes is becoming apparent from such creations as these.

It would not be right to pass from domestic architecture without mentioning the sumptuous residence erected on the hills east of Lansingburgh a generation ago by the late George W. Daw. For richness and variety there is no residence in Troy that can compare with it. The carving of its woodwork and the rich, garish use of color in its exterior and interior give it a unique and almost breathless place in the list of vicinity homes.

There are several public or semi-public buildings in Troy which rank high in the architecture of the Hudson Valley. Music Hall is one of the

noblest temples devoted to music in the East. It is unusual in its architecture, but no one can deny its imposing and impressive proportions. The new Troy Theatre is as handsome and fitting a building of its kind as the country knows. Its decorative effects, while not always artistic, give, in the *tout ensemble*, a most effective setting for the pictures which are displayed there. The Manufacturers' National Bank is a structure which compares favorably with the banks of much larger communities.

Architectural Grouping—Troy has not generally grouped its buildings well. As a result, a gem is set in tawdry surroundings. A fine piece of work is damaged by some inferior workmanship next door. But there are few civic centers in the country more aristocratic and satisfying than Sage Park and its surroundings. On one side stand the Russell Sage College buildings and the First Church. To the east are the library and the courthouse. On the north are the Rynaldo, a beautiful Italianesque apartment house, and some splendid old homes. On the other side are more homes of the same sort and the brownstone Troy Club. If Troy had two or three more such centers it would be more pleasing to the eye.

In the churches of Troy, however, the city's citizenship has sought beauty and richness as in no other domain. Few, indeed, if any, are the cities of its size which contain such a wealth of worshipful and exquisite structures dedicated to the religious aspirations of the community. The First Presbyterian Church has been mentioned. It is of the basilica type, diverging but slightly from its ancient model. The interior is beautiful, tinted in cream and mahogany, and preserving perfectly the classic mode.

Ecclesiastical Edifices—But if one were asked to pick the most satisfying examples of architectural achievement in the churches of Troy, probably he would speak of St. John's Episcopal, St. Paul's Episcopal, St. Patrick's Roman Catholic, and the little Presbyterian church in Waterford which belongs to Troy because of its proximity and its creation by a Troy architect.

St. John's is a perfect example of the conventional Gothic, as erected during the Victorian era. It is unusual in modern church art in that the interior and exterior both carry out the Gothic motif with equal advantage and precision. Even the manner in which the chapel is attached and the close or churchyard set in the angle reminds one of the best churches in modern England. It was erected more than half a century ago, but it has lost none of its charm in the changes of the years.

St. Paul's is a stone basilica church, elaborately decorated in a style very unusual in this country—the Christian Saracen—found at its best in Sicily, where the Norman invasion of the eleventh century carried its architectural standards which were afterwards modified by the Moors through the introduction of Arabian characteristics. Its chief features are the square end to the chancel; the highly ornamented, single-roofed, open-timbered nave and aisles; the side wall mosaics; the inscriptions at the cornices; the use of canopies over baptistry and pulpit; the elaborate lanterns hung like scales. and the covering of the woodwork with veneer. It strives to inspire the feeling of reverence by brilliancy instead of "dim, religious light." J. Adolf Holzer, the artist who had the work in charge,

has made a marvelous success of his experiment; and as a result Troy has an almost unique architectural gem in this interior. The elaborate decorations are essentially Oriental and hark back to the mode of the Eastern rather than the Western branch of the church at the time of the great schism.

St. Patrick's is a new structure and as yet its interior has not reached by any means the apex of its possibilities. Its exterior is imposing, of decorated Gothic, with a double-towered western front and narrow side aisles, a modification from the Italian basilica. Unfortunately it is crowded into a space too small to show its admirable proportions and symmetry; but it stands like so many European churches, where it can attain the maximum of use—the reason for which churches are built.

The Waterford Presbyterian Church was built after the flood of 1913 destroyed its predecessor. It is a New England Colonial meeting-house, with white belfry and red brick walls. It, like St. Patrick's, is the work of Fred M. Cummings. It claims no special distinction but is a gem of pre-Revolutionary ideal, the kind of church of which a modern poet wrote:

> Four square and plain,
> And yet our sister, the new moon makes it
> A praying wizard's dream.

In passing from a discussion of architecture in Troy it might be well to mention two aids to the beauty of buildings in which Troy is by no means poor, windows and mosaics. The mosaics of the Earl crematorium in Oakwood Cemetery—a wonderfully well-planned building, by the way—those in the panels of the reredos behind the altar of St. Paul's Church and those in St. John's Church are worthy of mention. Nor should any description of the churches of Troy be considered complete without listing two windows in St. Paul's Church—the one above the altar and the Christ Walking on the Water above the north door; two in St. John's, the altar window depicting the Resurrection and the west window giving a version of heaven.

The St. Paul's windows are by J. A. Holzer; those in St. John's are by Tiffany. Then there is the effective memorial window in the First Presbyterian Church to the men of the parish who "offered their lives to their country" in the great war, and two or three very good windows of opalescent glass, also by Holzer, in St. Joseph's Church and one or two in the Earl Crematory. The Holzer windows in St. Joseph's Church were introduced thirty years ago when Mr. Holzer was redecorating the interior, a task well performed, giving to the southern end of the city a most effective and exquisite church auditorium.

One other type of art should be added before turning to the literature of Troy and that is the creation of beautiful furniture. Henry Galusha was a real artist and much of the work he did for Trojans at his shop in Troy will bear comparison with the American furniture exhibited at the Metropolitan Museum in New York and praised enthusiastically in books and magazines on domestic art.

From Art to Literature—From art to literature is not a long step. the one reaches the brain through color and form, the other through ideas and concepts. But both seek to impress the public through pictures, whether they be pen-pictures, paintings or buildings; and through them the artist's mind is impressed upon other minds.

Yet, in spite of this fact, when one comes to the consideration of literature in Troy, his first disposition is to follow the precedent of that famous history of Ireland in which a chapter devoted to the subject, "Snakes in Ireland," contained only these words, "There are no snakes in Ireland." So, when one begins to write of the literature of Troy, it is difficult to avoid a first feeling that there has been no literature in Troy. But as one goes deeper and takes a more enveloping view, he discovers that the apparently missing branch of human activities is not missing at all—though it may not have been an impelling influence on the life of the community.

It is natural that, in a city renowned for its schools, the bulk of its production should be text-books. It is in this realm that Troy's greatest writers are found. Madame Emma Willard wrote primarily for her school; for in her day there were few text-books adapted for girls' study. Similarly Amos Eaton wrote for students in a school of science, for there were no American schools of science at the beginning of the nineteenth century and consequently no body of literature suitable for the class room at the Rensselaer Polytechnic Institute.

But Emma Willard did more than write text-books. She delighted in poetry and published her verses; she wrote one of the earliest of American histories; she published a journal of her European trip when European trips were almost as unusual among Americans as trips to the Hebrides were among Englishmen when Samuel Johnson made his famous excursion; she published dissertations on science; she composed essays on education and on morals.

A Widely Known Hymn—Yet strange as are the vagaries of fame, practically everything she wrote is forgotten. Her name in American history rests upon two things—her foundation of a school for the higher education of women and her little lyric, "Rocked in the Cradle of the Deep." The latter poem assures her of a permanent niche among the immortals. Much of her other poetry is doggerel; but so was much of Coleridge's less famous poetry. She may be called a poet of a single poem; but so were Gray, Leigh Hunt, Addison and Fitzgerald. Assuredly the average man would prefer the authorship of that single song than all the arid wastes of Dryden, a Thomson or a Pollock, each of them once greatly admired.

It is not the intention of the writer of this chapter to quote from the productions of Trojans, but this little lyric, known around the world, will bear repeating as the most immortal lines ever penned by a Trojan:

Rocked in the cradle of the deep,
I lay me down in peace to sleep.
Secure I rest upon the wave,
For Thou, O Lord, hast power to save.
I know Thou wilt not slight my call,

For Thou dost mark the sparrow's fall;
And calm and peaceful is my sleep,
Rocked in the cradle of the deep.

And such the trust that still were mine
Tho' stormy winds swept o'er the brine
Or tho' the tempest's fiery breath
Roused me from sleep to wreck and death,
In ocean cave still safe with Thee,
The germ of immortality;
So calm and peaceful is my sleep,
Rocked in the cradle of the deep.

Amos Eaton, unlike Mrs. Willard, wrote nothing which has lasted as literature. His work was wholly of a scientific nature. He had found while a student at Williams College how meagre was the literature of science, and he began to produce it as soon as his individual investigations offered him a fund of knowledge upon which to draw. A dozen major titles are included in the list of his works, besides numerous geological and agricultural surveys. For the eighteen years in which he was senior professor at the Rensselaer Polytechnic Institute he served Troy well and although his literary labors may not have stood the test of years, he was the forerunner of many other scientists whose works were based in part upon his investigations.

Scientific Works—A very large number of books have been produced by the professors at the Institute, either representing their discoveries in their particular departments of science or providing for their classes in effective form the information upon which to base their study. It would be idle to list these writers for their names are not very different from a roll of the teachers at the institution. Among them were Dascom Greene, Dr. William Pitt Mason, Dr. R. H. Ward, Charles W. Crockett, Arthur M. Greene and a host of others. Professor H. B. Nason wrote the first history of the Institute's achievements and many years thereafter a much more complete chronicle of its progress was prepared and issued by Director Palmer C. Ricketts.

Most of the products of these men, however, have found a place only in the limited work of engineering. They are not, strictly literature, although they may have been cast in a literary mould. But one Trojan produced text-books that went far beyond any single field of education. Those were the Latin, Greek and English Grammars of the Rev. Peter Bullions, D. D. In the earlier days of American education the classic tongues were considered prerequisites to any real claim on culture; and even the high school student was expected to plough through the ancient Greek and Latin authors in the original. To them the Bullions grammars were as necessary as Cruden's Concordance to a Bible student. They were universal; and wherever they went they carried the touch of Troy with them.

One might go still further in this branch of literature and cite the more modern text books of Prof. Carroll Lewis Maxcy, now head of the English department of Williams College and for many years headmaster at the Troy Academy; of former President Harry Pratt Judson, once principal of the Troy High School and later president of the Uni-

versity of Chicago; and others who have gone out of Troy to enter the teaching profession and who have published, out of their broad experience, books for their pupils. One might mention the recent volume written by Superintendent of Schools of Arvie Eldred and Prof. Edgar A. Ames for the student of civics. But these are enough to show that Troy has done more than its share in the literature of education.

Some of the teaching profession in the city have gone beyond the sphere of education and have issued volumes of a wider scope. Such are the works of zoology by Edward A. Birge, a former Trojan, who is now dean of the University of Wisconsin. Such is the recent review of Canadian literature by Prof. Ray P. Baker of the Institute. Such was the profound study of socialism published by John G. Murdoch, for years the head of the Troy Academy and member of the Institute faculty.

Religious Treatises—The teaching and preaching professions shade into one another so imperceptibly that often it is difficult to mark clearly where one begins and the other ends. Most of the prominent members of the clergy in Troy have been connected, in some measure, with the educational institutions of the city, either as directors, teachers or advisers. And, next to the faculties of the various schools of Troy, it is to the pulpit that we owe the longest and most valuable list of local publications. Indeed, the list, if one included pamphlets and magazine articles, is even more bulky than that of the professorial group; but perhaps the volumes have not generally gained as widespread a recognition.

Some of these writings have been essentially of a religious nature. The work of Rev. Nathan S. S. Beman, D. D., were of this order, all of them being individual or collected sermons. His "Sermons on the Atonement" were favorably received all over the country and added greatly to his prestige among theologians. It would be impossible to list the ministers of Troy who have published pamphlets and books of this sort, although Rev. W. D. Snodgrass, D. D., pastor of the Second Street Presbyterian Church; Rev. George C. Baldwin, D. D., pastor of the First Baptist Church; and Rev. Henry L. Potter, D. D., rector of St. John's Episcopal Church and later Bishop of the diocese of New York, might be mentioned as representative of the more noted of the group.

But the clergy of Troy did not confine themselves to sermons. They made literature their avocation and some of their works have become permanent achievements in the world of letters.

It would be impossible to list them all, but a few must be mentioned. Chief among them is Rev. John Pierpont, pastor of the Unitarian Church for several years. In addition to various discourses, he published much poetry and his verses still are to be found in the larger collections of American poets. His "Airs of Palestine and Other Poems" went through several editions and gave him national prominence. That Pierpont was one of the leading literary lights of his day is admitted by all his contemporaries.

Mr. Pierpont was one of America's first hymnologists and one or two of his hymns are still found in standard collections. In Samuel W. Duffield's "English Hymns" we find the following tribute:

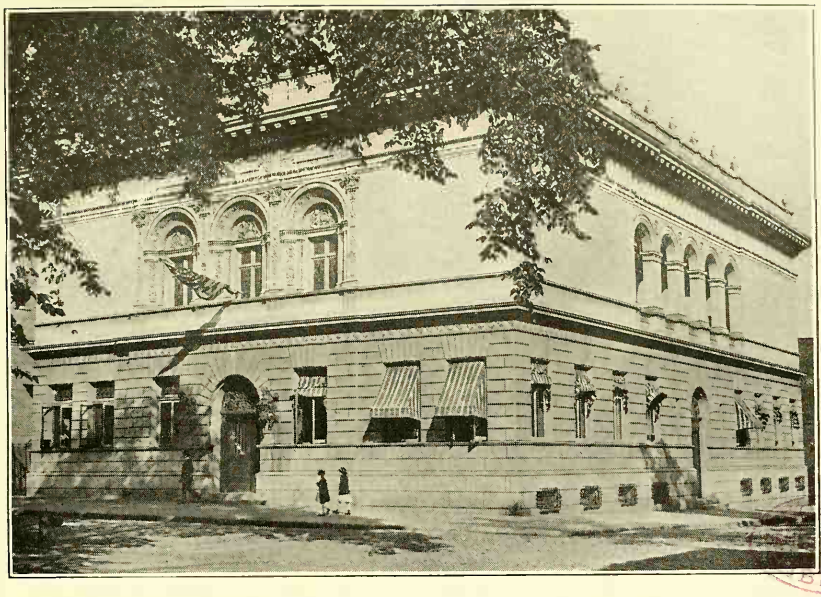
Some of Mr. Pierpont's hymns merit the highest praise. That one which begins, "O Thou to Whom in ancient time" has a real stateliness to its measure which must commend it to every admirer of true poetry. His stanzas, "Passing Away" and "I Cannot Make Him Dead" are well known, and the long list of his contributions to literature can be found in "Allibone's Dictionary of Authors."

Rev. Dr. Baldwin published two most interesting books, entitled, "Representative Men" and "Representative Women." Rev. George P. Perry, D. D., a former pastor of the First Baptist Church, issued a volume on "Wealth from Waste." Rev. Joseph H. Odell, D. D., an indefatigable contributor to the leading magazines of the country, who was pastor of the First Presbyterian Church during the World War, published his experiences on a trip to the front under the title, "The New Spirit of the New Army." His successor, Rev. John S. Zelie, D. D., also is an author of no mean repute, being known to the Williams alumni as the biographer of Bill Pratt, "the saw-buck philosopher," and to the world for his masterly and sympathetic study of Cardinal Newman's hymn, "Lead Kindly Light," and for his interpretations of the Swiss philosopher Amiel. And, to flit to another field, no history of Trojan literature would be complete without mentioning Rev. Charles S. Robinson, for some years pastor of the Park Presbyterian Church, whose hymn, "Tell Me, My Savior," is in practically every hymn-book now used in American churches.

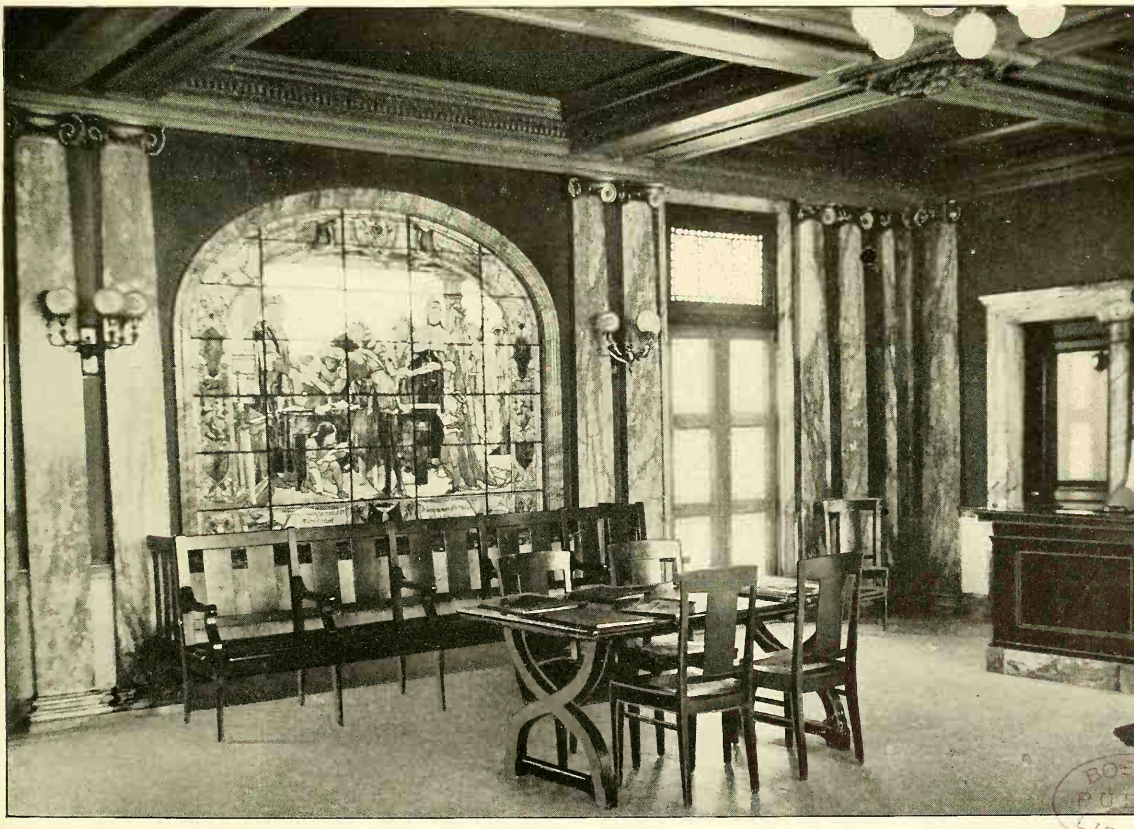
There were other clergymen who lived in Troy or received their education here and who afterwards became authors of standing. Some of these perhaps can hardly be claimed by Troy, such as the students at the Methodist College once established here or the graduates of the Provincial Theological Seminary of the Roman Catholic Church which throve so long in Troy, and whose alumni have been so prominent in church circles during the last half century.

The author, however, will be pardoned he hopes, if he mentions two clergymen whose early lives were spent in Troy and whose antecedents for several generations were Trojan. He refers to his uncle, Rev. Frederic R. Marvin, and to his father, Rev. Dwight E. Marvin, both of them students at the Troy Academy and the former a native of the city. The latter was for ten years in business in Troy. Dr. Frederic R. Marvin was the possessor of one of the first private libraries in the United States and was responsible for more than a score of titles in the realm of literature. One of these, "Last Words of Distinguished Men and Women," while grewsome in subject, has been through many editions and is recognized as authority in its field. Similarly Dr. Dwight E. Marvin has written many books, some of which have sold by the thousands; but in the domain of the folk-lore, especially in the study of proverbs, he has gained world-wide recognition. Several editions of his "Curiosities in Proverbs" have been issued and it has been reprinted in England and in Australia; and his "Antiquity of Proverbs" bids fair to rival it in popularity.

Two Literary Chaplets—There are two literary chaplets which Troy may claim in a sort of back-handed way; but they are of enough import-



TROY PUBLIC LIBRARY.



INTERIOR, TROY PUBLIC LIBRARY, WITH HART MEMORIAL WINDOW.

ance to make the claim necessary in such a study as this. The first relates to that famous poem, "'Twas the Night Before Christmas," or, as it was entitled originally, "Account of a Visit from St. Nicholas, or Santa Claus." This delightful versification of the old Dutch Santa Claus myth, as it was told to the children of the Hudson Valley a century ago, was written almost impromptu by Professor Clement Clarke Moore, (1778-1863) of the General Theological Seminary in New York for his children. Having heard it recited while visiting the Moore household, Miss Harriet Butler, eldest daughter of Rev. Dr. David Butler, rector of St. Paul's Episcopal Church in Troy, secured a copy and sent it to Orville L. Holley, editor, who published it in the Troy Sentinel December 23, 1823, with a note of appreciation, though not knowing from whence it came nor the author, whose name was not divulged for some years, after it had been widely published. So Troy had the honor to give to the world a composition which has had a great part in the creation, extension and beautification of the most prevalent of all myths in this day of matter-of-fact thought. The second concerns the Watervliet Arsenal which, socially and in many other ways is linked with Troy. Several of the commandants and officers there have been dabblers in literature; but at least one of them and the family of another have gained even wider fame. Colonel W. I. Westervelt, commandant shortly after the World War, is known around the world for his books on gunnery; while the three children of Colonel J. W. Benet, his immediate predecessor, William Rose, Stephen Vincent and Miss Laura Benet, are familiar names everywhere for their fiction, their poetry and their criticisms.

Historical Research—In history Troy has produced a number of authors. These have not essayed, however, any subjects of widespread interest; but they have provided local histories upon which it has been possible for others to build. Of course the name of A. J. Weise naturally comes to the mind of every Trojan when histories of Troy are discussed. He was a pioneer and the amount of research work he did was prodigious. N. B. Sylvester, the painstaking historian of the country, also has placed every future historian of this section—or, for that matter, of the State—deeply in his debt. And these men built very largely on the works of predecessors whose pamphlet reminiscences lacked much from a literary standpoint, but placed in printed form many a fact which otherwise would have been lost to the Trojans of a later generation. Witness, for example, the reminiscences of Hon. John Woodworth, of Albany, who visited Troy's future site in 1784 and lived in the community from 1791 until 1806. And how important were the "Recollections of Revolutionary Times" of N. B. Warren, the various church histories and sketches of early Trojans cannot be appreciated by those who have not compiled the annals of a community.

Nor do these exhaust the ranks of Troy's historians. Benjamin H. Hall was the author of a very creditable history of Vermont. The histories of the Rensselaer Polytechnic Institute have been mentioned. A similar one exists of the Emma Willard School, entitled "Mrs. Emma Willard and Her Pupils" published anonymously by Mrs. Russell Sage.

It might be well in this connection to add that several persons, not Trojans, have written delightfully of the early days of the village and city, such as Mrs. Timothy Dwight, who on a trip into the "western country," stopped for some days with Mrs. Lorenda Stevens, of Troy, an old friend, and later wrote glowingly of the busy little town. Duke de la Rochefoucault-Liancourt wrote of the village of Troy and New City, later Lansingburgh, as early as 1795. And the Marquis de la Tour du Pin, escaping from France after the Revolution settled near Troy the following year and for sometime resided in the immediate neighborhood. Later recounting her experiences, she gave considerable space to the little community which had welcomed her in her hour of need. The story of this refugee was published in France under the title, "Journal d'Une Femme de Cinquante Ans," and contains quaint description of early Troy.

Trojans as Fiction Writers—In fiction Troy's activity has been confined to a slender group of names. One hardly can, say, however, that the contribution is small. First and foremost stands the name of Herman Melville, whose romances of the South Seas were the forerunners of the long list of tales written about those languid regions within the last decade. Mr. Melville was born in New York City, but received his education in Albany and Lansingburgh. At one time he taught school in Greenbush, now a part of Rensselaer, for several years. After reaching maturity he discovered Dana's "Two Years before the Mast," and was so fascinated that he signed articles and sailed away on a whaler. Melville and a young companion deserted at the Marquesas Islands and there saw something of the natives before "trippers" spoiled them with popularity. Returning to his mother's home in Lansingburgh, he began writing "Typee." This he completed in the autumn of 1845. It was published abroad the following year and instantly became a classic of American literature. It is admittedly the finest of the South Sea romances, in spite of recent competition. Indeed, the only real competitors are his own later tales—"Omoo," "White Jacket," "Mobey Dick" and "Pierre." Much of Mr. Melville's life was spent in the government service, both in this country and abroad; but his family connections were Trojan and he always counted this his family home.

Next to Mr. Melville's romances, the Troy fiction that has gained the widest vogue has been the series of juvenile stories by Mrs. A. Agustus Peebles, of Lansingburgh, who wrote books for girls under the nom de plume of Lynde Palmer. The titles are still familiar to many women who read the tales years ago, in childhood and youth—"The Little Captain," "Drifting and Steering," "One Day's Weaving," "John-Jack" and many others.

To these should be added Seymour Van Santvoord's recent historical novel, "Octavia," in which the author has sought to bring to the twentieth century reader the life of ancient Rome—which he has done with exceptional success. But Mr. Van Santvoord's literary standing is yet more certainly assured because of his historical study, "The House of Caesar," published in 1904, a work exhibiting a tremendous knowledge of the period and written in a most effective style.

Troy has always been producing minor poets, who, while their songs may not have made their place in literature, delighted their audiences and cheered the lives of their readers. Besides Madame Willard and John Pierpont, who have an assured place in the temple of fame, are a long roll of lesser writers. Latham C. Strong half a century ago won the sobriequet of "Troy's Poet Laureate" because of his occasional verses on local events and his collected poems, "Castle Windows." George Sinclair was particularly happy in his verse in Scottish dialect. H. C. Bascom wrote several long poems and published them for his friends. Rev. Frederic R. Marvin issued a slender book, "Poems and Translations." And other names appear among Troy's devotees to the muse of poetry—Nelson, Spooner, Doolittle, Burtis and many others, who once contributed to Troy's newspapers their very correct and uninspired lines and who passed, as authors, in the oblivion of most of the poets of the first part of the nineteenth century.

Several attempts have been made to foster literature in Troy. We read of the establishment of Chatauqua Circles for reading and writing and of debating and literary societies where the compositions of budding authors were declaimed with zest. We occasionally see such volumes as the curious "Trojan Sketch Book," which was issued in Troy in 1846, collecting the good and bad in poetry and prose of the literary aspirants of the day. And the papers of the earlier period of the community's history published essays and verses by the yard—though few of them can be commended. Whatever one may think of the jejune or incompetent attempts of the men and women of that day, their efforts to create a literary atmosphere are proof of a spirit which deserve recognition and which, sooner or later, will have its reward. Out of such a spirit has come a love of literary forms which made John A. Sleicher a famous editor; which has given the country such writers from among Troy's native sons as Edward S. Van Zile and George Alexander Fischer; and which has spurred several other Trojans to contribute material of a most creditable standard to current magazines. One may be sure that eventually it will produce even larger returns.

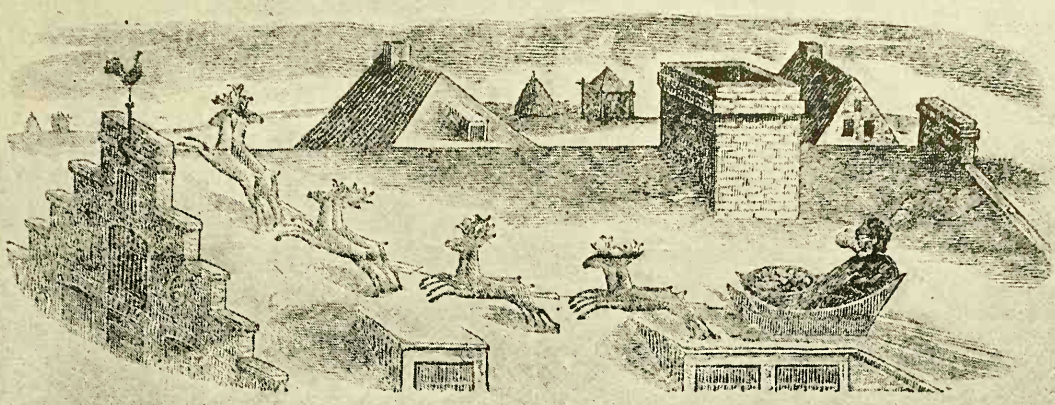
With such a conscious aim at literary attainment one can be confident of the future. As the earlier paintings of Moore and Tyler, with the patronage of Trojans, were the forerunners of Mrs. Huntley, Mrs. Sim, Miss Enos and others of to-day, so it may be well that the literary work of an older generation may spring into life again with a company of younger writers—perhaps with the suddenness which made Indianapolis, all but unknown to bookish fame, the literary center of the country two decades ago. In the meanwhile the chronicler can say, without fear or denial, that Troy has not been neglectful to the call of art and literature and deserves recognition for its work in these spheres.

Most Famous Christmas Poem—Repeated in thousands of homes and by hundreds of thousands of children for a full century now since its first publication in Troy, and probably reprinted as often as any other poem in the language, as well as in many foreign translations, it certainly will not be out of place to reprint here "A Visit from St. Nicholas"

in the form in which it was first printed in The Troy "Sentinel" December 23, 1823. Dr. Moore at first was chagrined at the publication of what he apparently considered quite beneath the dignity of a theological professor, and it was not until 1844, when the verses appeared in a small volume of poems written by the distinguished scholar, that the authorship of the imaginative poem which has given pleasure to so many, was publicly acknowledged. The famous poem follows:

ACCOUNT OF A VISIT FROM ST. NICHOLAS, OR SANTA CLAUS.

'Twas the night before Christmas, when all through the house
Not a creature was stirring, not even a mouse;
The stockings were hung by the chimney with care,
In hopes that St. Nicholas soon would be there.
The children were nestled all snug in their beds,
While visions of sugar-plums danced through their heads;
And mamma in her kerchief, and I in my cap,
Had just settled our brains for a long winter's nap,
When out on the lawn there arose such a clatter,
I sprang from the bed to see what was the matter.
Away to the window I flew like a flash,
Tore open the shutters and threw up the sash.
The moon on the breast of the new-fallen snow
Gave the lustre of midday to objects below;
When what to my wondering eyes should appear
But a miniature sleigh and eight tiny reindeer,
With a little old driver, so lively and quick,
I knew in a moment it must be St. Nick.
More rapid than eagles his coursers they came,
And he whistled, and shouted, and called them by name:
"Now, Dasher! now, Dancer! now, Prancer! now, Vixen!
On, Comet! on Cupid! on, Donder and Blixen!
To the top of the porch! to the top of the wall!
Now dashaway! dashaway! dashaway all!"
As dry leaves before the wild hurricane fly,
When they meet with an obstacle, mount to the sky,
So up to the house-top the coursers they flew,
With a sleigh full of toys, and St. Nicholas, too.
And then, in a twinkling, I heard on the roof
The prancing and pawing of each little hoof.
As I drew in my head and was turning around,
Down the chimney St. Nicholas came with a bound.
He was dressed all in fur, from his head to his foot,
And his clothes were all tarnished with ashes and soot;
A bundle of toys was flung on his back,
And he looked like a peddler just opening his pack.
His eyes, how they twinkled! his dimples, how merry!
His cheeks were like roses, his nose like a cherry!
His droll little mouth was drawn up like a bow,
And the beard of his chin was as white as the snow;
The stump of a pipe he held just in his teeth,
And the smoke it encircled his head like a wreath.
He had a broad face and a little round belly
That shook when he laughed, like a bowl full of jelly.
He was chubby and plump—a right jolly old elf—
And I laughed when I saw him, in spite of myself;
A wink of his eye, and a twist of his head
Soon gave me to know I had nothing to dread.
He spoke not a word, but went straight to his work,
And filled all the stockings; then turned with a jerk,
And laying his finger aside of his nose,
And giving a nod, up the chimney he rose.
He sprang to his sleigh, to his team gave a whistle,
And away they all flew, like the down of a thistle;
But I heard him exclaim, ere he drove out of sight,
"Happy Christmas to all, and to all a good night!"



We know not to whom we are indebted for the following description of that unwearied patron of children—that *homely* and delightful personage of parental kindness—SANTA CLAUS, his costume and his equipage, as he goes about visiting the firesides of this happy land, laden with Christmas bounties; but from whomsoever it may have come, we give thanks for it.—There is, to our apprehension, a spirit of cordial goodness in it, a playfulness of fancy, and a benevolent alacrity to enter into the feelings and promote the simple pleasures of children, which are altogether charming. We hope our little patrons, both lads and lasses, will accept it as a proof of our unfeigned good-will towards them—as a token of our warmest wish that they may have many a merry Christmas; that they may long retain their beautiful relics for those unbought homebred joys, which derive their flavor from filial piety and fraternal love, and which they may be assured are the least alloyed that time can furnish them—and that they may never part with that simplicity of character, which is their own fairest ornament, and for the sake of which they have been pronounced, by Authority which none can gain-say, the types of such as shall inherit the kingdom of heaven.—*Troy Sent'l.*

ACCOUNT OF A VISIT FROM ST. NICHOLAS, OR SANTA CLAUS.

'Twas the night before Christmas, when all thro' the house
Not a creature was stirring, not even a mouse;
The stockings were hung by the chimney with care,
In hopes that ST. NICHOLAS soon would be there;
The children were nestled all snug in their beds,
While visions of sugar-plums danced in their heads,
And Mamma in her 'kerchief, and I in my cap,
Had just settled our brains for a long winter's nap;
When out on the lawn there arose such a clatter,
I sprang from the bed to see what was the matter.
Away to the window I flew like a flash,
Tore open the shutters and threw up the sash,
The moon on the breast of the new-fallen snow,
Gave the lustre of mid-day to objects below,
When, what to my wondering eyes should appear,
But a miniature sleigh, and eight tiny rein-deer,
With a little old driver, so lively and quick,
I knew in a moment it must be ST. NICK.
More rapid than eagles his coursers they came,
And he whistled, and shouted, and called them by name;
"Now, *Dasher!* now, *Dancer!* now, *Prancer!* now, *Vixen!*
On, *Comet!* on, *Cupid!* on, *Dunder* and *Blixem!*
To the top of the porch! to the top of the wall!
Now dash away! dash away! dash away, all!"
As dry leaves before the wild hurricane fly,
When they meet with an obstacle, mount to the sky;
So up to the house-top the coursers they flew,
With the SLEIGH full of TOYS—and ST. NICHOLAS too.

And then, in a twinkling, I heard on the roof,
The prancing and pawing of each little hoof—
As I drew in my head, and was turning around,
Down the chimney ST. NICHOLAS came with a bound.
He was dressed all in fur, from his head to his foot,
And his clothes were all tarnished with ashes and soot;
A bundle of Toys was flung on his back,
And he look'd like a pedlar just opening his pack;
His eyes—how they twinkled! his dimples, how merry!
His cheeks were like roses, his nose like a cherry!
His droll little mouth was drawn up like a bow,
And the beard of his chin was as white as the snow;
The stump of a pipe he held just in his teeth,
And the smoke it encircled his head like a wreath;
He had a broad face and a little round belly,
That shook when he laughed, like a bowlfull of jelly.
He was chubby and plump, a right jolly old elf,
And I laughed when I saw him, in spite of myself.
A wink of his eye and a twist of his head,
Soon gave me to know I had nothing to dread;
He spoke not a word, but went straight to his work,
And fill'd all the stockings; then turned with a jerk,
And laying his finger aside of his nose,
And giving a nod, up the chimney he rose;
He sprang to his sleigh, to his team gave a whistle,
And away they all flew like the down of a thistle;
But I heard him exclaim, ere he drove out of sight,
"Happy Christmas to all, and to all a good night."

FAC-SIMILE OF ORIGINAL PUBLICATION OF "'TWAS THE NIGHT BEFORE CHRISTMAS."
Famous poem of Rev. Dr. Clement Clarke Moore as first published anonymously in The Troy Sentinel December 23, 1823, with wood-cut illustration by Myron King of Troy.

CHAPTER XIX.

A MUSICAL CENTER.

By Della E. Stewart.

How the Building of Music Hall Fifty Years Ago Focused Musical Interest in Troy—City Soon Became Mecca of Musical Artists—Troy Vocal Society, Choral Club, Chromatics and Numerous Other Organizations Developed Talent and Musical Appreciation—Two Conservatories—Fame of Doring's Band—Musical History of a Century.

It is a fact of common knowledge that in all countries where the musical art has developed there are certain centers in which the "musical atmosphere," so to speak, is more highly accentuated than elsewhere. These are not always the great centers of population—very frequently not—but places where a few early aspiring artists of dominating personality and talents draw about them a coterie of serious students of the art, who soon become the instructors of others, until in an ever-widening circle, the whole community has become permeated to a degree with musical appreciation. And, where musical appreciation becomes prevalent to any considerable extent, there is no lack of artists, drawn from the whole world of music, to minister to a cultivated appetite and to receive its homage through its satisfaction. Certain it is that no city of equal size in the country has enjoyed so much of the world's best music and musicians nor produced so large a proportion of talented devotees of the art as Troy. While musical appreciation now has come to be so universal a part of cultivation in America, this city still enjoys a reputation for appreciation of the divine art that is enduring.

Many circumstances contributed to bring about the unique position that Troy has enjoyed for more than half a century. The building of a great Music Hall, one of the really important structures of its kind in America, fifty years ago, gave to the community a sort of rallying point musically. Its building, of course, presupposes a considerable musical cultivation to have made it seem desirable. The bringing of the great artists to the city in concert and varied musical productions inspired the interest and awakened the talents of the musically inclined. The desire to study music was promptly met with the development or importation of teachers of more than ordinary talent. Two excellent conservatories of music grew rapidly from small beginnings, and the tide, once set in, came on with ever-renewing force. Groups, ensembles and choruses developed into societies whose earnest endeavors met with prompt support. The Troy Vocal Society, which will celebrate its fiftieth anniversary in 1925, has had the encouragement of subscribers who tax the capacity of the city's largest auditorium, while there always has been a waiting list seeking admission to its ranks. Christian A. Stein, for thirty years its conductor, has been an outstanding figure musically. It has been fortunate in a notable line of conductors, talented accompanists,

and unselfish officers who have sought only the highest artistic standards without the least thought of financial return. This also was true of the Troy Choral Club, a mixed chorus which under the late Allen Lindsay was for years a potent factor in the musical life of the city and presented in an entirely finished manner some of the great oratorios. Likewise, in a somewhat different way, the Troy Chromatic Club has presented for more than thirty years most of the leading artists of the world, many of whom were sought out through the keen insight of its concert manager, the late David Cowee, Jr., and his official consultants, even before their exceptional talents had given them the high place which they afterward attained. Add to these a hundred and one other organizations, musical societies and clubs, bands and orchestras, smaller groups, quartets, and individual vocal and instrumental soloists, many of whom won fame far beyond the confines of the city where they were developed, and the reasons for the existence of musical culture in the city are evident.

The Earliest Concert—Possibly one of the first musical events held in Troy was that occasion reported in the quaint newspaper phraseology of the early days which announced that a concert would be held "at Mr. Babcock's hotel on River Street" on a certain date in 1805. There was to be "music on King David's cymbal, calculated to excite animation, it being plaintive, lively and melodious." The hotel must have been the musical center of the thriving village, for in 1823 Mr. Keene was heard as head soloist in a concert of vocalists at the same place, and cards of admission for the event, it was announced, could be procured at the bar for one dollar. Occasionally traveling musicians were attracted to the town, as when in 1829 Monsieur and Madame Canderbeck, of Brussels, gave vocal and instrumental concerts at the Court House on State Street.

Gave Time by Bells—Early in the history of the village the Court House bell was rung to call attention of the sitting of the Court, and also used to summon the inhabitants to the services at the Presbyterian meeting-house until the trustees of the latter caused a bell to be placed in the belfry of that edifice. About 1800 the village trustees employed an official bell-ringer to ring the bell at the Court House at certain hours, thus to keep the inhabitants aware of the passing of time. Later on, the bells at St. Paul's, St. Peter's, St. Mary's and St. Joseph's churches were rung daily at certain hours, the sexton receiving pay from the city for such service.

Early Music Halls—For many years a spacious hall in the Cannon Place Building was rented for concerts. Charlotte Cushman was among those who played there. Paele's Troy Museum opened August 23, 1847, with a grand concert of vocal music, in which Mrs. Watson and her little son, J. Paganini, were chief singers. This building was also the scene of various musical events. The Troy Musical Academy was started in a building at 21 Fourth Street in 1862. S. W. Moses was its principal, with W. T. Crary, O. H. Holcomb, James W. Andrews and C. G. Norris as assistant teachers. This flourished for some years, giv-

ing musical instruction to many and acquiring quite a reputation as a musical center.

The Troy Dramatic Building Association erected in 1855 the Troy Adelphi Building on Third Street, near Fulton Street, to house dramatic and musical affairs. It was burned in 1862, and a year later Griswold Hall was built for the same purpose and was opened with a grand concert. It in turn was burned in 1871 and the Griswold Opera House was built soon after.

Established as a Musical Center—A remarkable enterprise in the mid '70s, due to the farsightedness and public spirit of the officials of the Troy Savings Bank, led to the erection of an architecturally beautiful Music Hall, the finest of the kind in the country at that time and still numbered among the most pretentious outside the metropolis. Its erection and use soon established Troy as a musical center, leading to the development of vocal and choral societies, symphonic orchestras, schools of music and the presentation of the great artists and masters of music from throughout the world, with many of the great compositions, oratorios and classical productions. By developing in the community and drawing to it many musicians and vocalists of the highest talents this substantial foundation thus early in its history has given to the city and community an advantage which it continues to retain as an important musical center.

Erection of Music Hall—Following the Civil War period the accumulated assets and unexpended earnings of the Troy Savings Bank had reached a large sum and as a public institution not operated for profit it was deemed appropriate by the trustees and officers that this should be expended to the lasting benefit of the community. The site at the northeast corner of Second and State streets was purchased by the managers of the institution in February and March, 1870, a part of the property already being in the possession of the bank. The work of laying the foundation of the massive granite structure was begun on July 8, 1871, and the building with a frontage of one hundred feet on Second Street and extending easterly on State Street to the alley, one hundred and thirty feet, was completed in the spring of 1875. The corner portion of the first floor was equipped as the banking room, thirty by seventy feet, with adjoining vaults, while the remainder of this floor provides the headquarters for the Chamber of Commerce at the present time and other offices, usually devoted to public uses, with a bus terminal waiting room and commercial shops in the basement. The entire upper portion, reached by broad staircases and spacious lobbies, is devoted to the fine Music Hall, the auditorium having a height of sixty feet, a width of sixty-nine feet and a depth of one hundred and six feet, including the stage and great organ platform above. On each side of the auditorium are lateral corridors, twelve feet wide, with entrance to the auditorium at intervals and leading to the dressing and retiring rooms ranged about and beneath the stage. The orchestra, dress circle and gallery, with twelve boxes, ranged above the lateral corridors, provide sittings for

1,250. The decorations and frescoes are highly artistic, while a magnificent crystal chandelier, containing 14,000 separate pieces of glass, suspended in the center of the auditorium, arranged with two hundred and sixty gas burners, which in October, 1923, was modernized with an electric lighting system, together with side lights, provides brilliant illumination. Exteriorally the architecture of the period still presents a rich and harmonious appearance, a feature being a panel under the main cornice on either side carved with the names of the great composers and authors. The construction and furnishing of the building cost about $435,000. The bank occupied its portion of the building March 24, 1875, and Music Hall was dedicated April 19 of that year by Theodore Thomas, with a grand orchestral and vocal concert. In the half century since its opening nearly all of the great operatic and concert soloists, orchestras, bands, instrumental soloists and pianists, beside numerous local choral, oratorio and vocal societies, orchestras and soloists have appeared upon its stage. The auditorium has also been the scene of many historic gatherings, public meetings, patriotic and political demonstrations, addresses and lectures and many notables of public life have spoken from its rostrum. The large concert organ, forty-two feet wide and thirty feet high, was placed in the hall in October, 1890.

Emma Willard School Conservatory—The musical department of Emma Willard School found an appropriate home in the Plum Memorial building given by Mrs. G. V. S. Quackenbush in memory of her daughter Anna M. Plum, and erected in 1897 on Ferry Street near Second. Miss Marion Sim was its first Principal, and the following staff of musicians assisted in instructing: Piano, Carrie L. Johnson; voice, Signor Pirovano; violin and harmony, William J. Holding; organ, Clara Stearns; clarionet and violin, Edward S. Thornton; cornet, George F. Doring; flute, William G. Franke; mandolin, guitar and banjo, Margaret M. Gillies. When Miss Sim resigned in 1904, Mauritz H. Emery was chosen as director, the school about that time taking the name of Emma Willard School Conservatory of Music, but differences arose and practically the entire faculty resigned, and soon after they established the Troy Conservatory. In 1906 Harold Gregson succeeded Professor Emery as director; a year later Edward Johnston took the position and in 1908 William L. Glover became director and reorganized the conservatory, continuing at the head of a competent staff of musical instructors since. The faculty in 1924 included besides Mr. Glover, S. Grahame Nobbes, Dr. Frank Sill Rogers, Elmer Tidmarsh, William T. Lawrence, Mrs. Annie Hagan Buell, Miss Helen J. Fancher, and Miss Teresa Maier, with Miss Jennie A. Glover as secretary.

Troy Conservatory of Music—The Troy Conservatory of Music began its career as a summer school for music, June 10, 1904. It was not the plan of its founders that it should function as a summer school alone, however, and its immediate success encouraged the idea of establishing a conservatory. Accordingly it was formally opened for all-year service September 1 of the same year and gave its inaugural concert October 20

following. Those who took part in its organization were Christian A. Stein, who was its director from the beginning; Thomas Impett, business manager; Allan Lindsay, Robert E. Foote, James McLaughlin, Jr., Clarence Philip, Louis T. Krause, William G. Franke, Edward S. Thornton, George F. Doring, Annie Hagan Buell, Clara Stearns, Margaret M. Gillies, Elizabeth H. Lindsay, Anne Elizabeth Wilbur, Brenda G. Whitney, Harriet F. Link, Georgia Whipple, and Eva C. Lewis, with Catherine S. Bunce as secretary. Its first board of trustees included Christian A. Stein, director; Thomas Impett, treasurer and business manager, Allan Lindsay, James McLaughlin, Jr., and Robert E. Foote. On the death of Thomas Impett, February 19, 1909, Clarence Philip succeeded him as business manager. About a decade later, the conservatory was incorporated under the Regents of the State of New York. Allan Lindsay, head of the department of voice, died July 9, 1914, and Robert E. Foote, leading violinist, May 5, 1916. The faculty in 1924 included Clarence Philip, James McLaughlin, Jr., Louis T. Krause, John Lloyd, Clara Stearns, Eva C. Lewis, Margaret M. Gillies, Brenda W. Krause, Mary Ross Madgett, Harriet F. Link, Jessie L. Macdonald, Anne Mooney, Elizabeth H. Lindsay, Ruth S. Hardy, H. Townsend Heister, Sara E. Sibley, Mrs. May Crawford, Frank Catricala, Fred Landau, William C. Franke, J. Addie Engel, Alvina Winkler Paterson, and Menetta M. Moore, with Catherine S. Bunce as secretary, and Lucia T. Walker as assistant secretary.

Early Musical Associations—The Troy Harmonic Association and the Troy Handel and Haydn Society were the first musical organizations of note in the city. They were organized early in the nineteenth century and fostered the study of music among their members, also furnishing musicals and concerts.

The Rensselaer County Musical Association flourished forty to fifty years ago, bringing together not only music lovers of the city of Troy, but those from the outlying villages as well. D. Klock, Jr., was its president and the moving spirit in its activities. It gave pleasure to its members and made attempts to cultivate a love of music in the minds of all by occasional concerts and an annual Music Festival in some part of the county.

About this time a monthly magazine called the "Musical Bulletin" was published in Troy by Charles W. Harris. This was devoted to new music, musical events, reviews and criticisms. Edmund Cluett, N. B. Warren, H. P. Danks, F. H. Cluett, Rev. John Ireland Tucker and Dr. Thomas J. Guy contributed personally to its columns musical compositions, songs and articles. C. Hintz, C. J. Norris and Miss M. L. Young were also well known musicians of that day. Sullivan's Reed Band flourished for some years, being formed by Trojans to produce a higher class of military music. Maschke's Band also played its part in martial music in those years.

German Singing Societies—In 1851 the first singing society of the city was founded by German residents and took for its name The Troy

Mannerchor, being an outgrowth of the Troy Turn-Verein. M. Simon was director, and prominent among its singers were Heinrich Staude, Peter Koch, Heinrich Grosse, Joseph Marshall, and Leo Bittner. It held regular meetings and produced fine chorus singing until the call of patriotism at the time of the Civil War so decimated its members that it was necessary to disband. Only a few of the members returned after the conflict, and it was not until 1872 that the present Mannerchor was formed. At this time the German Lutheran Church used the top floor of the Hannibal Green Building on Broadway for church purposes and the church organist induced young members of the church to help to sing in the church services, the first male chorus to sing in a Troy church service. Later in the year the new Mannerchor was formed under the supervision of Karl Hofer. The Mannerchor played a leading part in the building of Germania Hall, where to-day can be seen many prizes awarded the organization for its singing in various musical affairs and contests. Later, Professor Christian A. Stein became its conductor, and under his supervision several very successful Saengerfests were conducted which brought additional fame to these German singers of Troy. In 1922 the Society celebrated its silver jubilee with three days' festivities which attracted large audiences of music lovers. The Mannerchor attracts an average membership of about two hundred. In 1880 another German singing society was organized, The Troy Saengerbund. This flourished for a number of years, giving many notable concerts, but finally united with the Mannerchor in 1905. About this time there flourished also various other German singing societies of lesser note, the Maener Quartet of Lansingburgh, the Caecilia of St. Lawrence Church and others. None of them were long-lived.

Troy Vocal Society—Second in organization for popular cultivation of the voice through regular instruction in singing societies came the Troy Vocal Society. This came into being in 1875, when sixteen men met in the office of Townsend & Browne in the United National Bank Building to discuss the possibility of forming a singing society with men members only. Present at that time were the following well known Trojans: Clinton M. Ball, Irving Browne, Walter R. Bush, William A. Clark, George Colburn, Edmund Cluett, Judson T. Chase, William H. Doughty, Charles R. DeFreest, William H. Hollister, Jr., Joseph H. Knight, John H. Knox, William S. Kennedy, Justin Kellogg, James O. Lavake, and George L. Wallace. The newspapers of that day were evidently not specially interested in the possibilities of this new organization, for all the notice given the meeting was this: "A meeting of the leading bassos and tenors was held last night and a musical association organized which purposes to do things on a grander scale than ever before attempted in Troy and to show better results." After this temporary organization was accomplished, a committee was appointed to perfect an organization and select charter members. This resulted in the presentation of articles and by-laws and the addition of the following members: George B. Cluett, Rev. William Irvin, D. D., William F. Bissell, Charles W. Daniels, Henry V. Staude, J. Erwin Schoonmaker,

Louis Van Eltz, and Frank Van Schoonhoven. Incorporation was the next step and the first officers of the new society were: President, Rev. William Irvin, D. D.; vice-president, Henry S. Church; secretary, William S. Kennedy; treasurer, William H. Hollister, Jr. The Troy Vocal Society was selected as a name and a meeting place was secured in the Hannibal Green Building on Broadway. The first rehearsal was held there February 22, 1875, with twenty-four active members present. The public performances were entitled "Public Rehearsals" and were given at Harmony Hall in the first years, with an additional entertainment each season designated as a concert, engaging talent outside its ranks to assist artists of local reputation. Some musicians thus heard were Mrs. Judson T. Chase, Mrs. William B. Wilson, Mrs. William H. Fassett, Miss Emma Whyland, Miss Hattie B. Downing, Ivan Morawski, Dr. J. Albert Jeffer, and Carl N. Greig. In after years the organization found it possible to obtain singers of national reputation, nearly every singer of note having been brought to Troy at some time for its public concerts, beside the leading soloists of the city, who have frequently been featured. Various instrumental musicians and orchestras have also assisted, and on the occasion of the society's twenty-fifth anniversary the Boston Festival Orchestra with its sixty performers helped in making the occasion notable. For a number of years the members of the Vocal Society enjoyed a yearly excursion or outing to various spots of beauty, receiving always cordial welcome and giving in return for courtesies rendered concerts which always won for them applause and appreciation and gave them a wide reputation. Edward J. Connolly was the first director and continued in that position for twenty-two years, being succeeded by Clement R. Gale, of New York, who officiated about two years. Christian A. Stein, who had been the piano accompanist of the society, was chosen conductor in 1899 and continued to direct the big chorus with outstanding success until the season of 1919. James McLaughlin, Jr., conducted the chorus through one season and part of another, being succeeded in 1920 by William L. Glover. For a number of years Miss Clara Stearns was the Society's organist. During its whole existence the members of the Society have given one evening each week for eight months of the year to the practice of vocal music, and has been one of the very best promoters of the study of music in the city.

In making preparations for its fiftieth season (1924-25), with its full quota of eighty-five active members, beside a waiting list, the Troy Vocal Society reëlected Angus Gillespie president, and named as its remaining officers: First vice-president, Fritz Beiermeister; second vice-president, Arthur P. Smith; secretary, Walter M. Edwards; treasurer, J. Don Welch; stage manager, F. James Lessels; librarian, Norman S. French. Professor William L. Glover was reappointed conductor and H. Townsend Heister, accompanist.

Troy Choral Club—A Troy Choral Club was originally formed the same year as the Vocal Society and for a number of years played an important part in cultivating musical taste and standards in the city of its birth. Its first officers were: President, E. Thompson Gale; vice-

president, James R. Prentice; secretary, John W. Cameron; corresponding Secretary, William E. Kisselburgh; treasurer, G. Parish Ogden; librarian, W. H. P. Cutting; musical director, Dr. Thomas J. Guy.

The Troy Choral Club, as organized in 1890, was the direct outcome of the Choral Union of the Second Presbyterian Church, which was formed in the fall of 1882 with Professor James E. Van Olinda, choirmaster and organist of the church, as director. When Professor Van Olinda removed to Brooklyn the Troy Choral Club was formed, and Charles A. White, a Trojan, who had just returned from vocal studies in Leipsic, became its musical director. The late John Clatworthy, who played a leading part in fostering music in Troy, was chosen as its first president, occupying that place until his death in October, 1902. A. W. Harrington, Jr., was secretary and treasurer during its entire existence. Allan Lindsay, also a native of Troy, became conductor of the club in 1898 and bent his skill to perfecting the large chorus in the presentation of the works of the great composers, until it became one of the really important societies of the kind in the country. The society successfully essayed such oratorios as Haydn's "Creation," Gounod's "The Redemption," Mendelssohn's "Elijah," Handel's "The Messiah," "The Crusaders," by Gade, and other famous works. Following the death of Conductor Lindsay, July 9, 1914, the Choral Club ceased to function, and while the cessation of its concerts was a distinct loss, it was a fitting tribute to a master who played such a commanding role in its successful career.

Promoting High Class Concerts—In 1894 the Chromatic Club was formed of both men and women music lovers. This club at first met for personal practice, and gave several musicals by the members, but was organized for the purpose of bringing to the city artists of national and international reputation, and thus fostering a love and appreciation of the very best in music. Its charter members were Mr. and Mrs. Frederick F. Buell, Mr. and Mrs. Charles E. Hanaman, Mr. and Mrs. William S. Kennedy, Mr. and Mrs. Edmund Cluett, Miss Sarah Thurman, Miss Harriet Holley, Dr. J. Albert Jeffery, and Robert E. Foote. At first it was composed largely of pupils of Dr. Jeffery, organist of State Street Methodist Episcopal Church, and a musical leader of unusual talent. The first officers included: President, Mrs. Frederick F. Buell; secretary, Mrs. Charles E. Hanaman; treasurer, Miss Sarah Thurman; and they first presented H. E. Krehbiel, musical critic, in a lecture on "Folk-song in America," November 1, 1894. Musicals were held for a time in private houses, and during the second year three public concerts were given, the society being assisted by E. A. MacDowell, the Kneisel Quartet, and Mr. and Mrs. Max Heinrich. Out of this movement grew the Chromatic Club concerts, which have been an important feature of the musical life of the city for thirty years. While it was the original intention to hear a good deal of chamber music, and stringed quartets and other organizations of the sort were heard for some years in Association Hall, in recent years the subscription list reached proportions beyond the possibility of accommodation there, and it was necessary to

transfer to the larger auditorium of Music Hall, so that this class of music was of necessity given up. It has been the custom to bring an important orchestra to Troy each season, among those appearing being the Boston Symphony, New York Philharmonic, Russian Symphony, and Detroit Symphony orchestras. A large share of the success of the Chromatic concerts was due to the tireless efforts of and the high standard maintained by the late David Cowee, Jr., manager of concerts, who died September 13, 1924. He would have nothing but the best, and this meant almost ceaseless work on his part in finding new subscribers when others dropped out, and keeping in touch with the best to be offered in the musical world, beside a vast amount of clerical work as secretary and treasurer and manager, all without remuneration save the satisfaction of success. His keen musical appreciation led to the presentation to Troy audiences of many young artists who were destined to become famous; notable among these being: E. A. MacDowell, Alma Gluck, Amato, Kreisler, Sophie Braslau, and many others who appeared here before they had established wide musical reputations. In the early years a committee of the original club members were helpers and consultants. Later, Mr. Cowee with Dwight Marvin, Edmond D. Northrup, James McLaughlin, Jr., and William L. Glover, reorganized the Chromatics and the concerts met with greater success than ever before. Practically every prominent musical artist and organization in the country has been presented by the club in the last twenty-five years. These concerts have been guaranteed financially by an executive committee of forty Trojans, and while they seldom have been called upon to meet a deficit, their unselfish support has assured the best to be offered in the musical world and yet placed within the reach of the music-loving public.

Among other societies which, though of temporary existence, contributed their share to advancing the art, have been the Musical Art Society of mixed voices, conducted by James McLaughlin, Jr.; the Madrigal Club, conducted by S. Grahame Nobbes, and the Schubert Club, a sort of revival of the mixed chorus of the Troy Choral Club, promoted by Charles B. Weikel until his removal to California.

The Danish Singing Society, Dannark, organized in Lansingburgh in 1885, with Professor Malling as director, has presented successful entertainments as well as made an annual musical journey to Perth Amboy, New Jersey, where they join in a festival.

Band of Early Days—Probably the first concerted effort toward band music in Troy was made in 1797, when the members of Apollo Lodge, Free and Accepted Masons, directed the purchase of a bassoon, violincello, two clarinets, a hautboy and a French horn to furnish music for their sessions and parades. These instruments several years later were offered for sale in the newspapers of the village. Whether the organization had lost its musicians or had tired of the effort to maintain a band is not known.

Doring's Band—No successful movement toward band organization is recorded until the 'forties, when the Troy Band was organized by

John Forrester, of West Troy. Several of the musicians of this band enlisted in the United States service, being located at the Watervliet Arsenal until the end of the Mexican War. In 1851 some of the former members of this band joined Jones' Cornet Band, which was formed in that year by Captain Edward P. Jones, who continued the organization until 1860. In that year Captain Jones resigned to accept an army position. He became captain of a company of the 2d Regiment and was killed in the battle of the Wilderness. He was succeeded in the leadership by Charles Doring, who had been one of the charter members of the band. From that time until the present the band has borne the name of Doring's Band of Troy, dating back by succession to the days of John Forrester, 1846, and continuing an unbroken career, which makes it one of the oldest bands in the country. Not only has Doring's Band carried its own fame and the name of Troy to many distant points, but it has served with honor in three wars. During the nearly four score years of its existence, Doring's Band has had but five leaders, John Forrester, Captain Edward P. Jones, Charles Doring, his son, George F. Doring, and J. William Feyl, who became leader in 1924. Charles Doring, Sr., retired in 1893 and died in 1896. The lives of the two Dorings, father and son, spanned the greater part of the existence of the band, Charles Doring having served as leader nearly thirty-five years, and George F. Doring for approximately thirty years. George F. Doring learned to play the cornet very young with his father as an able tutor, and played a conspicuous part in the music of the city as a band leader, soloist and leader of Griswold and Rand's opera house and Proctor theatre orchestras. His brother, Charles Doring, Jr., was treasurer of the band nearly forty years, until his death, December 7, 1923. The late Frank Doring, brother of Charles Doring, Sr., was for many years tuba player, and being of corresponding age, was about as well known as the band itself.

In 1856 Doring's Band received a charter from the New York Legislature and at the time of the Civil War a majority of the members of the band enlisted as musicians to form a band attached to the 2d Regiment, New York Volunteers, which went from its home city. After serving eighteen months they were discharged under the general order discontinuing regimental bands, but many of its members served in other units. In December, 1889, the organization was incorporated under the name of Doring's Troy Military Band and Orchestra. When the Spanish-American War broke out in 1898 and the 2d Regiment was called into service, Doring's Band enlisted, but no provision being made for its service, the regiment proceeded South without it. The Troy soldiers yearned for the old band, however, when encamped at Chickamauga, Alabama, and Tampa, Florida, and finally through efforts of Ambassador Charles S. Francis and Congressman William H., Draper arrangements were made to send the band South. However, before these were completed the war was over. From that time forward Doring's Band was very closely associated with the local military organization, forming the military band of the 2d Regiment and its successor,

the 105th Infantry. March 7, 1908, the members of the band were regularly enlisted in the New York State National Guard and made all the tours of the 2d Regiment for camp duty at Pine Plains, Felt Mills, Plattsburg and Peekskill. The band went to the Mexican border for service in 1916 under George F. Doring, and when the 2d Regiment was called into service in April, 1917, the band went into camp at Schenectady. Leader Doring was rejected from service because of his age and the band was reorganized as the 105th Infantry Band at Spartanburg, South Carolina, with J. William Feyl, prominent as a cornetist in the band, as leader. When the regiment went overseas Mr. Feyl was held back, however, because of a question of age, but subsequently went to France as a leader of a pioneer regiment band. After the war the band was again reorganized as a National Guard unit in the 105th Infantry with headquarters at the Troy Armory, Mr. Feyl resuming the leadership. George F. Doring continued as civil leader of the band until his death, October 7, 1923. Although Mr. Doring was barred from going overseas on account of his age, before being retired as regimental bandmaster at Spartanburg, he was commissioned a lieutenant, an honor obtained by no other musician in the State.

Doring's Band became widely known throughout the country, not only on account of its military service, but through trips to many conventions and public gatherings. For eighteen years Doring's Band played during each summer season at the Saratoga Springs race track and at one of the big hotels, and was an official organization at the G. A. R. encampment and the conclave of the Grand Commandery of Knights Templar at the Spa. It made a notable trip to Washington at the time of the inauguration of President McKinley; accompanied Troy delegations to waterways conventions at Richmond, Virginia, and New London, Connecticut; accompanied the Troy Masons on an extended tour through the South; made trips with Troy firemen to Quebec, New York, Providence, Boston, Reading, Pennsylvania, and various other convention cities. It won first prize at the National Elks' Convention in Buffalo and at the State Firemen's Convention at Jamestown, and featured prominently in the Tercentenary Celebration at Plattsburg and in numerous other public demonstrations. Whenever Doring's entered musical competitions it was invariably successful, winning prizes in Washington; Madison Square Garden, New York; Montreal, Buffalo, Detroit, and elsewhere.

Sent Out Distinguished Musicians—During its long existence the personnel of Doring's Band has included many distinguished musicians; in fact it has been a sort of school for musicians who have gained fame in the musical world. Among these were Matthew Arbuckle, one of the greatest cornetists, who later joined Gilmore's Band; Fred Austin, later of the 18th Regiment Band, of Chicago; Signor Libretti, director of a famous band at Pittsburgh, Pennsylvania; Ed Catlin, violinist and leader of Doring's Orchestra, who played in the old Museum Theatre in Troy, in 1852, at the first stage presentation of "Uncle Tom's Cabin," and for twenty-six years was leader of the Boston Theatre Orchestra; John

Braham, a native Trojan, who acquired fame as composer of much of the popular music used by the famous Harrigan & Hart on the stage, Mr. Braham being father-in-law of Harrigan; Gustave Patz, cornet player, was for years leader of a Pittsburgh band; Mark F. Nichols, tuba player, who joined the Boston Symphony Orchestra; three members of the Landau family, Fred, Senior, and Junior, and Otto, who have featured with famous orchestras; Victor W. Smith, who developed the Troy Symphony Orchestra and was leader of the orchestra in the Griswold Theatre for years; Signor Ramponi, for many years leader of the old Guard Band of New York; Edward S. Thornton, for fifty-three years solo clarinetist in the band, until his death, September 16, 1924; William G. Franke, flute soloist; William Wilkinson; Philip F. Miller, who died November 8, 1923, after being a member of the band half a century, and a well known organist, pianist and musical director; and many others, who acquired fame in the musical world. Doring's Band and Orchestra have furnished music for the leading theatres of Troy, Rand's Opera House, the Griswold, the old Lyceum, new Proctor's, and the Cohoes Theatre. The late Charles Doring, Jr., served as treasurer of the band for a quarter of a century, and George A. Severance has been its secretary more than eighteen years.

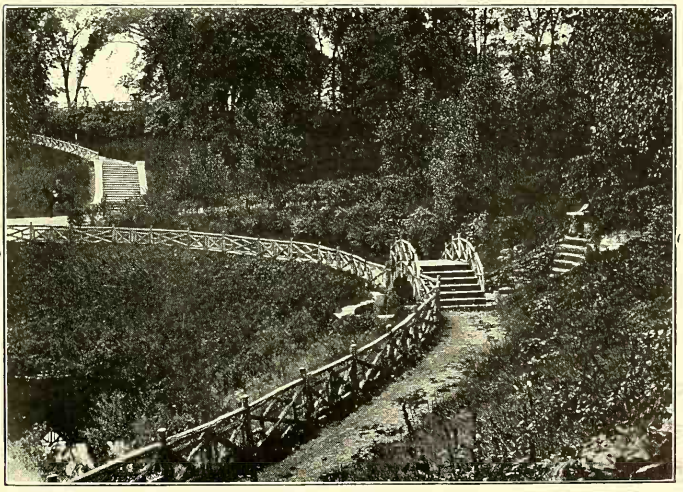
Doring's Band contributed to the musical life of the city further by presenting more than thirty annual concerts, in which appeared as soloists such famous artists as Madame Nordica, Mary Howe, Clementina De Vere, Lucy Marsh, and others.

Other Bands and Orchestras—Several other bands have added to the musical fame of Troy, such as Maschke's Band, a half century ago, which separated into the Troy City Band and the Cadet Band, with John Abrams as leader of the latter, and finally reunited about 1896 in the Troy City Band, which became the Noller's Band of the present day; Kirkpatrick's Band, and the exceptionally well-trained organization of the Shriners, also under the direction of William A. Noller, a capable leader of recent years.

Beside the orchestras already mentioned there was the Troy Symphony Orchestra, conducted by Victor W. Smith, which gave a series of excellent annual concerts; Fred Converse's Orchestra, which acquired fame in the middle 'nineties; Koninsky's Orchestra, a popular organization for years, and others down to the numerous orchestras of popular jazz music of the present day.

An Honored Musician—One of the best known musicians in the city in his lifetime was Dr. Thomas J. Guy, a man of exceptional talents, who for forty-three years was organist at St. Joseph's Church. His ambition for a better church organ led to the installation, under his direction, of a fine cathedral organ with fifty-four stops and thirty-two foot pedal pipes, considered a wonderful instrument at the time and still one of the finest in size and tone. It was supplemented by a chime of twenty-five bells, and Dr. Guy had under his direction at one time a choir of sixty-nine voices. For many years he also directed a musical

A BAND CONCERT IN PROSPECT PARK, TROY.



RUSTIC WALK, PROSPECT PARK, TROY.

vesper service at St. Paul's Episcopal Church, and led the Oratorio Society. As a talented pianist and a possessor of a fine baritone voice Dr. Guy frequently contributed in concert productions. Many pupils gained from him their musical education and he was the composer of many numbers for both organ and piano. St. John's College, at Fordham, bestowed upon him the degree of Doctor of Music in 1870. One of Doctor Guy's noted successes was the presentation of "Judas Maccabaeus," with an oratorio chorus of one hundred and fifty voices, and the best solo talent of the city. This production was received with such enthusiasm that it led to the forming of the Troy Handel and Haydn Society of St. Paul's Chapel. William R. Tyler became president of the Society, with Francis Beebe as vice-president; S. J. Andres, secretary; G. M. Hopkins, treasurer; with Dr. Guy as conductor.

Priest and Musician—Perhaps no single Trojan had so great a part in shaping not only the musical history of the city of his adoption, but that of his church in general as Rev. Dr. John Ireland Tucker, who was called the "Priest-Musician." Born in Brooklyn, November 26, 1819, he came to Troy in 1844 to become rector of the Church of the Holy Cross, which had just been founded by Mary B. Warren, and until his death in 1895 continued his direction of the parish church, teaching in Mary Warren Institute and devoting much time to the development of church music. He prepared the first children's hymnal in the country and compiled a parish hymnal with a new conception of the influence of music upon religion. He also wrote several musical pageants to be given by children at different festivals of the church and formed the first vested choir of girl voices. The church in general gained much through his efforts for a better appreciation of church music.

It is historically memorable that the late Dr. Nathan B. Warren gave to the Church of the Holy Cross the unique distinction of being the first in America to introduce the choral service, largely through the devotion and talents of the rector who presided over it for more than half a century. Dr. William Hopkins was its first organist. William W. Rousseau became organist and choir director in 1871 and continued as such until his death in 1897, when he was succeeded by his son, William W. Rousseau, Jr., who still occupies the position. How it came about that the introduction of the choral service in the Episcopal Church in America had its inception in Troy is best told in the historical address delivered by Rev. Dr. Edgar A. Enos, rector of St. Paul's Church, of Troy, in 1905, on the sixtieth anniversary of the church. Referring to a tour of England by Nathan B. Warren, largely for the purposes of the study of the English Cathedrals and the Cathedral service. Dr. Warren was a musician of unusual accomplishment, the church organist at St. Paul's, of which he was vestryman, and an enthusiastic student of what was then called the English Cathedral Service.

In part Dr. Enos said:

> It had been his life dream, as he tells us, that he might some day or other visit England and hear the English Cathedral Service. In this year of which we are speaking, 1841, his dream was realized. Parliament had recently passed an act allowing the

clergy of the American Church to officiate in the churches of the English establishment; and in the spring of '41 the Right Rev. George Washington Doane, Bishop of New Jersey, received and accepted an invitation to preach the sermon at the consecration of the newly-restored parish church of St. Peter's, Leeds. The Bishop sailed for England on the first of June and with him went Nathan B. Warren and his brother, Stephen. The trip was a peculiarly happy and auspicious one for Nathan. He had been blind since he was ten years old, the result of a series of childish accidents; but a recent surgical operation had restored the sight of one of his eyes; and he faced with eager pleasure the prospect not only of hearing the Cathedral Service, but of seeing and studying the Cathedrals themselves—those stately monuments of England's past—which embodied for him so much that was impressive and stimulating. The consecration service took place September 2 . . . The fact most worthy of notice for us is that the enthusiastic young church musician from Troy, Nathan B. Warren, had an opportunity, on the invitation of Dr. Hook, the vicar of Leeds, to be present at one of the rehearsals at the choral service. As he listened to the choir of the parish church, the thought occurred to him—as he tells us in his "Recollections"—that, "if this could be so well done in an English parish church, why not in an American church?" In the following year the experiment was tried in St. Paul's Church, Troy, New York, and curiously enough a tenor singer from King George's Chapel, Windsor, assisted at the first choral service in the Sunday School celebration on Easter day, 1842; and from that date forward the choral service progressed until it is to be found all over the United States. This service was not a mere carol service; a children's made-up singing service; "a Sunday school service" as we say. It was a choral evensong in which the psalter, creed, responses, etc., were chanted according to the English Cathedral use. Nor was it done by children alone. It was part singing; and one of the performers was an English tenor. A second thing to be noted is that there is no evidence at hand that this choral service was what we should call to-day a "full" choral service. The fair supposition remains that the first full choral service in America was one held some years later in the Church of the Holy Cross, when Mr. Tucker first sang the officiant's part.

We come now to the building of Holy Cross. The patroness of St. Paul's Industrial School, Mary Bouton Warren, had made provision in her will for the building of a "missionary church" in Troy; a free church that should be a special home of poor people, some of whose children were already members of the Industrial School. The rise of the music question, however, led her to a change of plan. It seems that the children of the school were accustomed to sit in the south gallery of St. Paul's Church, immediately adjoining the organ loft, and to act as a substitute choir at all holy day and other services falling on week days. Naturally they joined in the singing on Sundays with a volume which no doubt produced a marked effect, and, to this, objection was made by the professional singers of the paid quartet choir. This objection was the incidental cause of Mrs. Warren's change of purpose. She resolved "to become her own executor" and to build at once a church where "the children might sing to their heart's content" and where her son Nathan's passionate love of the Choral Service might be gratified. Accordingly, on Nathan's birthday, April 25, 1844, being the festival of St. Mark and a Thursday, the cornerstone of the new missionary church was laid by Bishop Onderdonk. . . . The cornerstone being laid the new building was pushed rapidly, and by Christmas was completed.

The Rev. Mr. Tucker came to Troy October 26, 1844, and on the morning of Christmas day following he formally opened the church with some service of a choral nature and preached his first sermon. He came with authority from the Bishop without waiting for its consecration. The services at first were only partly choral; the officiant's part was said, not sung.

The First Full Choral Service—Dr. Enos continued:

As the days go on the new Deacon in charge is much concerned about perfecting the service. In his diary for the year 1846 he lays stress on this distinction which I have already pointed out. By degrees the defect gets remedied. The experiment of having the officiant sing is tried gradually, first on week days and finally on Sundays On

Tuesday in Easter week, 1846, Mr. Tucker makes this entry in his diary: "I chanted the morning prayer, the choir responding, as it is given in Tallis' service and performed in English cathedrals." He means as we gather from succeeding entries that he sang the versicles, not as yet the prayers. A little later on St. Mark's Day he writes: "The whole service chanted; prayers read in a monotone." In the autumn of '46 he begins to sing his part on a Sunday, limiting his singing to the versicles. September 27, he writes: "The minister's part in the versicles (evening prayer) was intoned." Finally, on St. Luke's Day, he makes a long entry which clears the whole matter up and fixes for us what may be called an anniversary date: "October 18, 1846." The Rev. Mr. Buell assisted at evening service when I intoned the service. My object in intoning is to prevent the inconsistency of reading half a verse, as in the Versicles, and singing the other half; another reason is to get rid of the organ accompaniment in the Versicles and Amens. They (the choir) cannot keep the key, unless I intone and thus keep it for them. I am now convinced that the whole must stand or fall together. The singing of the Versicles or Responses merely, is an imperfect, a half-way sort of thing, defective in a musical as well as in an ecclesiastical point of view. If the choral service is to be maintained it must be the whole service and not in part. However, I do not like to intone because I am conscious that as yet, until the novelty wears off, I am but exhibiting myself, when I should like them to regard me as praying, not thinking of the mode.

St. Luke's Day, 1846, falling on a Sunday, is perhaps the date when the absolute full choral service at evensong—every part sung except the lessons—was adopted in Holy Cross as a settled use. This was about two years and six months from the laying of the cornerstone and nearly two years from the opening service on Christmas Day. So slowly had the new incumbent hastened. But even with these delays he was still far ahead of all others in the choral race. In no other church in the United States was there, at that time, such a service. The pioneer Church Choral Society of New York City was not organized until some time in the early fifties. Nathan B. Warren was its first vice-president, and John I. Tucker one of its officiants.

In his work on the life of "Dr. Tucker, Priest-Musician," Christopher W. Knauff tells us: "Trinity Church, New York, sent a delegation to Troy expressly to hear this service and study its effect. They went back and the parish authorities introduced it on saints' days only. Dr. William Croswell came on from Boston to hear it and went back intending to introduce it in the New England capital.

If the Church of the Holy Cross had been built and worked for nothing else than the establishment and perpetuation of the old choral use as a primary accessory of divine service, it would yet be a thing worth while.

Trojans as Hymn Writers—The hymnal of the First Presbyterian Church, unique in that it is a collection made for that particular church by music-loving members, and published through the gift of the late Major William Merrill Swartwout, contains a number of hymn tunes by Trojans. Among these are compositions of J. W. A. Cluett, a prominent patron of music in Troy, as well as a talented musician; William Hopkins, an organist of both the First and Second Street churches years ago; Dwight Marvin, who was also the composer of Williams College songs, and the late Senator George B. Wellington and others. The volume was edited by George Whelpton and Rev. Dr. Joseph H. Odell, pastor of the church at the time of its introduction.

On Early Church Music—Benjamin H. Hall thus cleverly described in rhyme the procedure of church music in the days before musical instruments were thought suitable for religious services in this poem read at the time of Troy's Centennial Celebration, in 1889:

> And when within the sacred courts,
> The congregation met,

No organ's sound assailed the ear
Nor caused the just to fret,
But when they played, a lathy man
Drew out his tuning fork,
And having pitched the sacred tune
Began the singing work.

Some Composers of Music—A number of Troy's musicians and composers have enriched the world of music by their original compositions in addition to the composers of the earlier days already mentioned. Charles B. Weikel, associated with Troy Conservatory of Music, composed a series of songs which became very popular. Dr. J. Albert Jeffery wrote the hymn "Ancient of Days," in 1886, to the words of Bishop Doane, of Albany. William L. Glover, of the Emma Willard Conservatory, received high praise among a wide clientele for his "Song of Marching Men." Colonel E. M. Markham, United States Army engineer, wrote the song "A Pledge for Freedom," which was accepted by the National Board on Music for Army Camps as worthy for use by the army and navy during the World War period. S. Grahame Nobbes and James McLaughlin, Jr., are among a number of others who have contributed musical productions. Miss Sadie Koninsky has been a prolific composer of popular music.

Some Who Have Gone Out From Troy—Among musicians of Troy who have acquired prominence not only in this city but in a wider field were the late Allan Lindsay, whose early musical education was acquired here and who was a leading musician, singer and teacher and one of the founders of the Troy Conservatory; C. A. White, the first leader of the Troy Vocal Society, has since added to his musical reputation by his work in the New England Conservatory of Music, at Boston; Fred Landau, for years violinist in the Philharmonic Orchestra, of New York, and concertmeister of Victor Herbert's Orchestra; Otto Landau, first violinist in one of Cincinnati's leading orchestras; Joseph F. Hayner, violin virtuoso with the Cincinnati Symphony Orchestra, later going to the New York City Symphony Orchestra playing at Lewisohn Stadium; Alfred Picaver, who sang for several years in Grand Opera in Vienna, returning to this country in 1924; Edmund D. Northup, who joined the forces of the Metropolitan Opera Company; Miss Malvina Ehrlich, pianist, who made five concert tours of the United States and Canada, and is now instructor at Miss Bennett's School, at Willbrook; Katherine Gutchell, formerly of Emma Willard Conservatory faculty, now touring annually as a pianist; Lena Geiser, of the Boston Conservatory faculty, and many others who owe their musical education to Troy. Numerous have been the Trojans who have won fame in concert work and through teaching, the recounting of whose names would be a difficult task because of their number.

Gained Prominence in Music—Without referring to the living who are still active in their profession, contributing to the musical reputation of the city, the influence is still felt of such exceptional musical leaders as Dr. J. Albert Jeffery, Allan Lindsay, Thomas Impett, Robert E. Foote, Dr. Thomas J. Guy, and many others.

Well Known Church Organists—Dr. J. Albert Jeffery, who came to Troy in 1877, as organist of the Unitarian Church, and subsequently as organist and choir director of the State Street Methodist Church for a short time, took a very active part in the promotion of music and the training of musicians and exerted a very great influence which in some respects is felt to this day. He was a man of commanding personality, with skill in organization as well as being an artist of unusual ability.

Clinton H. Meneely, president of Troy Vocal Society for a considerable period, was a prominent musician as well as famous as a bell founder, and served for years as organist of Memorial Presbyterian Church. William S. Kennedy, who was the first accompanist of the Vocals, was organist of the Second Street Presbyterian Church for years, being a son of the pastor, Rev. Duncan Kennedy. John H. Huntington, for many years organist of the First Baptist Church, was succeeded by W. Irving Johnson. S. Burton Saxton served as organist of the First Presbyterian Church for thirty years, from about 1860 to 1890, and conducted the five o'clock Sunday afternoon Vesper services at the Church of the Holy Cross, which attained distinction among church services. Professor John Baker, organist of the First Baptist Church for a long period, was an organizer and director of musical choruses as well as being an accomplished poet. Fannie McGivney, organist of the Universalist and Second Presbyterian churches for about a decade following 1875, was a pupil of Franz Liszt, the composer, and became a concert pianist and organist of considerable fame. George F. Greene, teacher of music in the public schools of the city for years, was organist of the Church of the Ascension.

Prominent vocalists of the last half century included: Mrs. Robert W. Laithe, a leading concert soprano for twenty-five years; R. D. Comstock and Dr. C. P. Stimpson, well known tenors; and George G. Rockwood, who became famous as a New York photographer, was tenor of Holy Cross choir for years and sang in concert until he was eighty years of age.

Singers Developed in Boy Choir—The boys' choir of St. Paul's Episcopal Church, organized in January, 1880, under the direction of Rev. Francis Harison, and with E. Coleman Webb as its first organist and director, developed a number of soloists, who became prominent in the city's musical history. Dr. Henry Stephen Cutler, successor to Mr. Webb, continued the development of the vested choir, and Christian A. Stein, who was at first associated with Charles A. White, brought it to a high state of excellence. About 1921 William L. Glover took up the work which Mr. Stein was obliged to relinquish because of failing health.

Ben Franklin, who was a choir boy contralto under Mr. Coleman, and became a leading tenor soloist appearing in many notable concerts, was for years a prominent factor in the Troy Vocal Society and as a promoter and manager of concerts and other important musical events brought to the city many of the great singers, master instrumentalists, great orchestras, and musical organizations of this country and Europe.

Harry S. Longley, boy soprano, who sang the duets in the choir with Ben Franklin, is now Suffragan Bishop in an Episcopal diocese in the West. His voice developed into a rich bass.

Allan Lindsay, a boy of the choir under Dr. Cutler, became a leading figure in the musical history of Troy, whose achievements at the head of the Troy Choral Club have been mentioned. He was a baritone soloist of the choir, and organist for eighteen years. After spending seven years in study in Europe he took up voice culture and for twenty-five years his part in the musical life of Troy was recognized far beyond its boundaries. He organized the vested choir of St. John's Episcopal Church, where he was succeeded by the late William H. Purdy, another graduate of St. Paul's boy choir. The latest director of St. John's choir was Prof. Richard P. Law, whose talents were lent to the maintenance of the high standard which was set at its inception. Mr. Law resigned in 1924.

From time to time symphonic music has been revived by notable orchestral organizations, some prominent instances of which were: The Troy Symphony Orchestra, for many years under the skilled and inspiring leadership of Victor W. Smith; the orchestra of the Central Young Men's Christian Association, directed by Clarence Phillip; the stringed groupings brought together by William T. Lawrence, who was for twelve years orchestra leader at Rand's Opera House, and the well-developed orchestra of Rensselaer Polytechnic Institute students, under the capable direction of Olin A. Niles.

Music in the Schools—Music has long been taught in the schools of the city by talented teachers. George F. Greene directed the music in the public schools for many years. For about twenty years Michael T. Moran was supervisor of music and was succeeded by Miss Sara L. O'Hare on his removal to Detroit, in 1921. Richard T. Law, director of music at Troy High School, from 1921 to 1924, established a systematic course in music study. He was succeeded by H. Townsend Heister. Professor John B. Shirley, director of music in the schools of Lansingburgh, developed chorus singing among the children with remarkable success and also ably conducted various mixed choruses. He is the author of a number of music text-books in use generally in the schools throughout the country, and has composed many songs, frequently writing both the words and the music. The Sisters of St. Joseph, who maintain a conservatory at St. Joseph's Seminary, have trained numerous young musicians, and the various musical groups in the colleges of the city have contributed liberally to musical entertainment.

The members of the Cluett family have been prominent not only as patronesses and promoters of music, but as musicians themselves. William Cluett, a lay preacher, who came to Troy from England more than half a century ago, conducted a music and book store on River Street, which developed into the present firm of Cluett & Sons, a musical headquarters in the city for fifty years. His family, all musicians, formed an orchestra of its own in their early lives which included George B. Cluett, flute; Edmund Cluett, violin; J. W. A. Cluett, violincello; and Fred H. Cluett, piano. Their sister, Mrs. J. N. Mulford, was a leading soprano

for years. J. W. A. Cluett was well known as a composer of music, and during his lifetime gathered the finest collection of church hymnals probably in this country. Fred Cluett was for a long period organist of the State Street Methodist Church.

The Unitarian Church, which had a very fine organ for one of its size, when located at State and Fourth streets, was said to have bred organists, notable among these being J. Albert Jeffery, Edward J. Connolly, S. Burton Saxton, and Charles A. White.

Exceptionally fine church organs have been installed in a number of the Troy churches, some of the most notable instruments being those installed in the First and Second Presbyterian churches, the First Baptist, St. Joseph's Catholic Church, and St. Paul's and St. John's Episcopal churches. Several of the churches maintain beautiful chimes of bells, notable among these being: St. Joseph's, St. Peter's, Church of the Holy Cross, and Church of the Ascension.

CHAPTER XX.

WOMAN'S PART IN HISTORY

By Della E. Stewart

Faced Hardships in Pioneer Home Making—Philanthropies First Claimed Her Attention—Care of the Needy, the Young and the Sick—Gifts to Churches and Public Institutions—In Literature and Art—Patriotic Womanhood—Education and Emma Willard—Prominent Troy Women—Clubs and Societies—Genesis of an Industry.

In the early years of this country but few women were written into its history. Here and there one stands out with special honor or dishonor. But the home and its duties claimed by far the greater share of women's activities, and although we knew that the cheer and encouragement and brave efforts of our foremothers made the doughty deeds of our forefathers possible, we must acknowledge that written history seldom centers about the homes of a country; they are taken for granted. Not until women ventured outside the home more largely and entered into competition with men in the ranks of business and the professions did women in great numbers enter the sphere of history making and recording.

So it is that, though women stood bravely beside men when the latter faced the hardships and dangers of settling a new country and compelling it to offer them an adequate living, little is known of their efforts. We realize that they reared large families and brought up their children to be fit descendants of their fathers. They cooked, spun, wove and made their house linen and the clothing they and their families wore. They dried fruit and vegetables, cured meats, made their own tallow candles and the soaps that served to cleanliness. They worked beside the men in the fields, learned to shoulder a musket so that in the occasional absences of the head of the family, they might protect themselves and their homes from hostile Indians. A yearly trip to the trading post, an occasional neighborhood gathering or "bee" to aid in accomplishing some special task, these were their recreations. It was a most fortunate home that owned more than a few books; magazines were unknown. Indeed with their numerous duties, our foremothers had scant time for reading, even if it had been supplied.

The Menace of Indians—The first records show that the recently settled country was far from safe for womanhood. Indians lurked about the settlements, ready to capture and scalp the men and lead the women into captivity. An ancient volume relates the experiences of the wife of Capt. J. J. Bleeker of the Fourteenth Regiment of the State militia. The Bleeker family had settled near Schaghticoke in 1777. Hearing of the approach of Burgoyne, Captain Bleeker hurried to Albany to find there a place of security for his wife and children. Mrs. Bleeker waited impatiently for his return, daily hearing terrifying reports of the progress of

the British and their Indian allies. When their raids advanced to within two miles of her home, she took her youngest child in her arms and the older one at her side, and with her young negro maid servant, started afoot to meet her husband whom she thought must be on his return to them. After all had walked several miles, the children were taken in by a passing wagon, while the two women trudged on toward Lansingburgh where Mrs. Bleeker had friends. When she reached the village there was as yet no sign of her husband's return and she finally secured a lodging for her little company of four in the attic of the home of an acquaintance, where they slept on blankets thrown on the floor. The next morning, as she kept close watch for her husband, she was overjoyed to see him returning. There was a joyous runion and all proceeded to Albany, where Captain Bleeker had secured temporary shelter for his family. Several years later the Bleeker family had another fright. A band of hostile Indians captured Mr. Bleeker and his helpers while they were harvesting their crop of corn. The field was out of sight of the house and Mrs. Bleeker knew nothing of the capture until the servant, sent to call the men to dinner, came running back declaring that only the horses and wagon were left in the field. Search by the family and neighbors availed nothing, and Mrs. Bleeker had given up her husband for dead when he was returned by a band of friendly Indians who had captured him from their foes. In 1746 the early settlers of Schaghticoke were attacked by French soldiery and their Indian allies and many fled to Albany for their lives. Among their number was a man named Kittell. He, with his wife, daughter and young son, was preparing to join the flight when an apparently friendly Indian assured them that there was no cause for fear, and that if real danger did arise he would tell them. Mrs. Kittell was presented with a wampum belt by him as a token of his sincerity and friendship. The day following Mrs. Kittell was taken captive during her husband's temporary absence and her sister-in-law was murdered in a most shocking manner. Mrs. Kittell was taken by the Indians to Canada, where she found a friend in another woman prisoner, Mrs. Brott. There, too, she found other sympathizing women who cared for the two and afterward helped them to return to their families.

In the older records available, we find that in 1674 Gertruy Pieterse Van Woggelum sold her interest in a certain saw mill on a creek near the settlement (afterward Troy) to Wynant Gerritse van der Poel. He settled there and thus the Wynantskill received its name. The record of the marriage of Philip Schuyler to Margaret van Stechtenhorst at Rensselaerwyck in 1650 is also extant, as is that of the marriage of a daughter of one Joshua Owen, who became the second wife of Jacob Vanderheyden.

Marquise Escaped in Disguise—It was in the latter years of the eighteenth century that the Marquise de la Tour du Pin, with her husband, who had been an officer in the French army at the beginning of the Reign of Terror, escaped to this country and for a time took up their residence in the village of Troy. Her children and their nurse secured

passports disguised as peasants and the Marquise herself donned man's apparel and posed as one Charles Lee, whose uncle had recently died in the colonies and had left his property to his nephew. All reached America on different sailing vessels and were afterward reunited. The Marquise and her husband carried letters of introduction to Mr. and Mrs. John Bird, prominent residents of Troy, who received them hospitably. Desiring to live in strict seclusion, the French family asked the Birds to refrain from introducing them to others. They secured lodgings at what was then 140 River Street in a vacant tavern, nailing rough boards over the front entrance and using the former barroom for their living room. Their faithful nurse served as housekeeper, cook and maid, and Mr. and Mrs. Bird were for a time their only visitors. Afterwards they moved to a farm house between the Poestenkill and Wynantskill, where the Marquise became friendly with the neighboring women, wives and daughters of farmers. Afterward she wrote memoirs of her stay in America in which volume her impressions of Troy and its surroundings were most charmingly given and form some of the most vivid pictures extant of the life of that period. She ascribes her faculty of making friendships with the farm women, in her narrative, to her ability to accept their customs and dress. The latter she describes thus: "I wore a skirt of blue and black striped wool, a camisole of light brown cotton, with a cloth kerchief of the same color for the head, hair parted and caught at the back with a comb, woolen stockings in the winter, with slippers or moccasins of buffalo or deer skin."

Mrs. John Bird, who proved such a staunch friend of the fugitive French woman was the wife of a prominent lawyer of the village of Troy and at that time was well-known throughout the surrounding country for her genial disposition and her many charitable deeds. In after years, as the wife of Col. Albert Pawling, first sheriff of the county and first mayor of the city, she became a potent factor in the social life of the rapidly growing settlement.

As affairs became more settled in the new country and the dangers and hardships of pioneer life lessened, commerce developed and women found it possible to obtain richer fabrics and many other feminine delights of dress and the toilette. There were gay parties and balls, and many trips to Albany to take part in the ceremonial occasions at that seat of government. The newspapers of those early days carry quaint advertisements calculated to catch and hold feminine interest.

Beauty Joined With Utility—In the village of Troy and its vicinity at the beginning of the nineteenth century women were bearing their household burdens and caring for their gardens while the men were engaged in building up the business activities of the fast growing community and attending to its government. In short-skirted dresses of their own manufacture, a huge calash or sunbonnet on their heads to protect their complexions from the summer sun, they sowed their vegetable and flower seeds, cultivating them together, joining utility and beauty. Here and there among them lived families of friendly Indians who instructed them often in the intricacies of bead work, moccasin

making and embroidery, and supplied them with wooden dishes, brooms and birch-bark containers.

That the social occasions of the early days combined work with pleasure is plainly shown by the following extract from a newspaper of that period: "A company of respectable ladies met at the home of Mrs. Daniel Balkun's one afternoon and spun before sunset 199 skeins of excellent yarn." Another bit of news of these early days is the following: "120 yards of cloth have been manufactured in ten weeks by two young women of the town."

Women's Philanthropies—With some of the anxieties and toil of the pioneer days removed, women found time and strength to follow their religious and charitable impulses, and prove themselves not lacking in philanthropic efforts. They began to gather together for sewing and to care for the sick mothers and needy children. As the various churches were formed, their women members banded in circles to help with church finances and do various kinds of missionary work. Nor were they long contented with restricted efforts, for they saw greater needs in their fast-growing town. There were many who needed aid, and so in 1803 in Troy was founded a Ladies' Benevolent Society for rendering help to "indigent women and children." Mrs. Eliza H. Coe was its first directress, Mrs. Esaias Warren, treasurer; Mrs. Shinah Schuyler, secretary, and its board of managers embraced the following: Mrs. Hannah Forman, Mrs. Sarah Ten Eyck, Mrs. Benjamin Tibbits, Mrs. Elizabeth S. Wilson, Mrs. Thomas Skelding and Mrs. Charlotte Bliss.

In 1800 a class in Methodist doctrine was formed under the leadership of William Cleveland, which included the following women: Mrs. Honor Goodrich, Miss Day, Mrs. Plum, Jane Betts, Mrs. Hannah Pettit, Mrs. McAllister, Mrs. Carlo, Mrs. Boutwell and Mrs. Archibald Gray. They met for instruction every week at the various homes of the members. Other religiously inclined women gathered children together in groups for weekly instruction in church doctrine and sewing.

Instructors of the Young—A certain Ann Scribner kept a girls' school in the Episcopal Academy on the northwest corner of Third and State streets, teaching, according to her prospectus, "plain sewing, muslin work, drawing, painting, embroidery, fruit work and filigree."

A little later, about 1825, the Society of Friends conducted a school at the corner of State and Fourth streets at which Elizabeth Williamson taught, as did also at various times Hannah Purington, Thankful Merrit and Elizabeth Tryming.

In 1804 Mrs. Phoebe Warren started a class for girls for instruction in the catechism of the Episcopal Church. When the War of 1812 brought about the increase of poor and neglected children, she gathered a much larger number into a Saturday class which met weekly for sewing and chuchly instruction. At the death of Mrs. Warren in 1835 the little school came as a bequest to her daughter, Mrs. Mary Warren, who promised that she would continue her mother's work. The effort met with so much success that the weekly school became a day

school meeting in a room at St. Paul's Church building. Mrs. Warren loved music, and so did two of her sons, so the children were led themselves to love singing. A teacher was secured and a choir of children's voices formed. Mrs. Warren caused several seats to be set aside for the children and they were led to take part in the musical sections of the church service. But this was such a decided innovation for that day when the old adage, "Children should be seen, not heard," was much in evidence, that the paid choir objected, as did some of the congregation, insisting that it would foster conceit in young children and cause unruliness. Mrs. Warren felt badly over the *contretemps*. She had already made provisions through her will for a free missionary church in the city and she decided to become her own executor and institute a church where the choir of children would not offend established conventions. She discussed the subject with the rector of St. Paul's, and encouraged by his understanding of her aim, so planned that in April, 1844, the cornerstone of the new building was laid, the clergy, laity and children marching from St. Paul's to Eighth Street where the services were held, and on St. Mark's day, by coincidence the birthday of Mrs. Warren's son, the Church of the Holy Cross received its benediction from the Bishop and clergy, to be in the years to come "a house of prayer for all people without money and without price," the gift of a Godly woman. It was a sad occurrence that, as Mrs. Warren's daughter was driving to the church one day, her horse ran away with her, causing her instant death. In later years, the ante-chapel and tower of the church and its great rose window were given by Mrs. Warren's children in memory of their mother.

Gifts of Women to Churches—Other churches have been greatly embellished and enriched by the gifts of Troy women, or by those who would thus raise a memorial to some loved wife, mother, or daughter. Woodside Memorial Presbyterian Church was erected in 1869 in memory of Helen Burden, by her husband Henry Burden, "in accordance with her long cherished and earnest desire." The adjoining stone chapel was the gift of Margaret E. Proudfit, with her brothers, James A. Burden and I. Townsend Burden, in memory of their children.

The Martha Memorial house of St. Paul's Church is a memorial to Martha E. Fuller, erected and furnished by her father and mother, Mr. and Mrs. Joseph W. Fuller. Here the sisters of the Episcopal order of the Holy Child Jesus carry on their work, and here the woman's activities of the church are directed. In the church building of St. Paul's are many gifts of former women communicants, or their families. The Caen marble reredos, the English alabaster panels and columns and shelf of Tennessee marble were given on Easter, 1886, in memory of Mrs. Phoebe Warren Tayloe. The elaborate credence was given in memory of Mrs. Eliza Paine; the brass lecturn was the gift of Mrs. Walter Phelps Warren, in memory of her brother, Edward Ingersoll Warren; the wrought silver communion service was the gift of Mrs. John L. Thompson in memory of her husband, and the illuminated panels at the sides of the chancel were painted and presented to the church by Mrs.

E. Warren Paine. The brick chapel adjoining the Episcopal Church Home on Seventh Avenue was given in memory of Mrs. Jacob L. Lane by her children. Mrs. George M. Tibbits gave to St. John's Episcopal Church its organ. The stone steeple of the church edifice was the gift of Mrs. A. Lincoln Phelps in honor of her daughter, Jane Porter Lincoln. The brass communion rail and carved wooden lecturn were given by Mrs. Cicero Price in memory of her daughter, Cora. The polished brass pulpit was placed in memory of Fanny Burdette Smith, wife of W. Stone Smith. The daughters of Betsy A. Hart gave the Second Presbyterian Church its first organ in memory of their mother. The carved oaken altar at Christ Episcopal Church was given in memory of Rebecca C. Kemp by her children, the elaborate brass lecturn by S. C. Tappen and his wife, the reredos by Mrs. Martha E. Kemp, the sedalia by Mrs. James Morehead in memory of her sons, the brass communion rail by Mrs. Charles Cleminshaw, while the beautifully illuminated chancel window was presented in memory of Ann Bywater Cluett. The First Presbyterian Church treasures its great circular window of stained glass given by Mrs. C. P. Hart as a memorial to her husband. Other churches have been generously remembered by women who live to worship within their walls.

Beautiful Public Memorials—Nor have all the generous gifts of women gone to the churches of Troy. The Plum memorial building of the Emma Willard School Conservatory of Music was the gift of Mrs. G. V. S. Quackenbush in memory of her daughter, Anna M. Plum.

Troy's beautiful public library was given by Mary Lane Hart, May 12, 1897, in memory of her husband, William Howard Hart, who was one of the trustees of the Troy Young Mens' Association in former years, and very much interested in the library of that organization. Mr. and Mrs. Hart each believed in the power of good reading to form character, and after Mr. Hart's death, his wife gave $200,000 to buy a site and erect thereon a library as his memorial to the city he loved. She was also the donor of the large stained glass window on the north side of the building, a window said to be one of the very finest examples of stained glass in America.

The beautiful Earl Crematory in Oakwood Cemetery with its Romanesque architecture, its marbles, sculpture and foliated arches, was the joint gift of William S. and Hannah M. Earl as a memorial to their son Gardner Earl.

The present Mohawk and Hudson River Humane Society Building on Fourth Street is a memorial to a woman, given by William H. Rowe for his daughter, Lucy A. Wood Rowe, in 1875.

The Rensselaer Polytechnic Institute has benefited by the gifts of its women friends. The will of Betsy Hart included a bequest to it of $5,000. Mrs. Mary E. Hart gave $60,000 in invested funds for the endowment of a professorship. Mrs. Russell Sage gave more than a million dollars for various purposes; Mrs. Walker, of Philadelphia, gave the laboratory bearing his name in memory of Dr. William Weightsnan Walker; Mrs. Margaret E. Proudfit, with her husband, $25,000, for the

Williams Proudfit laboratory in memory of their son; and Miss Helen G. Williamson, for many years principal of a public grammar school, a bequest of $16,000 in 1924 for Troy scholarships.

Hospitals and Asylums—The building of the most imposing structures of the Samaritan Hospital group at the head of People's Avenue was greatly helped by the generous gifts of women of the Protestant denominations of the city, and its board of women managers take upon themselves many of the activities which minister to the comfort of its patients and nurses, while since its inception the Troy Hospital has been maintained and directed by the Sisters of Mercy and the erection of the fine new hospital building on Oakwood Avenue was carried to completion under their administration.

The first rebuilding in 1863 of the Troy Orphan Asylum was materially assisted by the gift of $10,000 by Betsey A. Hart, a suitable structure being erected on the east side of Eighth Street. Twenty-five years later, Mrs. Mary E. Hart, Mrs. Margaret E. Proudfit, Mrs. Mary B. Tillinghaust and Charles B. Russell gave the farm of one hundred and nine acres on Spring Avenue, which is now the home of the institution, with the only provision that suitable buildings should be erected upon the site within five years.

First Corporation of Women—In 1861 a company of women, including Clarissa S. Kennedy, Eliza R. Potter, Polly Andrews, Nancy Winslow, Mabel H. Ingraham, Abigail Flagg, Emily F. Hart, Sarah S. McConihe, Laura Willard, Phoebe M. Buswell, Maria Prescott, Mary W. Barton, Catherine Dickinson, Anna B. Albertson, Eliza C. Stewart, Elizabeth A. Burroughs, Lorenda S. Ingalls, Ann E. Bigelow, Emma Willard, Betsey A. Hart, Sarah B. Tibbits, Josephine Reed, Elizabeth H. Griswold and Aseneth Osgood, formed what they termed The Children's Home Society to care for children whose mothers worked through the daytime. They purchased for this purpose the Tibbits mansion on Seventh Avenue at the head of Congress Street and by an act of the Legislature were incorporated, the very first society composed entirely of women legally constituted by the State to conduct the concerns of its corporation. Later the name of the organization was changed to the Day Home Association.

In Behalf of Girls—The daughter of Martin I. Townsend, Frances Kellogg Townsend, early in life evinced a special liking for philinthropic projects. Intelligent and well informed, she held an important part in the efforts of women for women. She was married later to Henry Bradford Nason, professor of chemistry and zoology at the Rensselaer Polytechnic Institute. Specially was she interested in the girl life of the city, and realizing the need for a wholesome, inexpensive home for the young employed girls, she gave a three-story brick building on Third Street to serve as such a home. During the years that it functioned as the Frances Nason Home many young girls found in it a home-like abiding place.

A number of women who had the welfare of Troy girls at heart formed, in January, 1883, the Troy Young Womans' Association. Mrs.

Charles E. Patterson was first president of its board of managers and the association occupied rooms in the Keenan Building. A year later, its activities were moved to rooms over the Manufacturers' Bank at River and King streets. Four years later it was again removed to 43 Fourth Street. Its board of managers was composed of forty women chosen from all denominations and churches in the city, and it was non-sectarian, religion rather than particular creed being its only observance. Later the building on Second Street, north of State Street, was erected through subscriptions of citizens for its activities and was the center of many efforts for the young women of Troy until in 1918 it became merged with the Young Women's Christian Association.

The equipment of the new Young Women's Christian Association Building was the gift of Mrs. George B. Cluett, who laid the corner-stone of the new edifice on April 28, 1917. Mrs. Cluett was elected first president of the new association. Mrs. Arthur M. Greene, Mrs. W. F. Gurley and Miss Julia Bush, vice-presidents; Mrs. Leonard H. Giles, secretary, and Mrs. Charles Nash, treasurer. The directors of the new association included Mrs. Leonard H. Giles, Mrs. E. H. Betts, Miss Helen Bull, Mrs. G. A. Cluett, Mrs. Henry S. Darby, Mrs. Hugh Galbraith, Mrs. H. D. Cowee, Miss Nellie Cluett, Miss Julia Harrison, Mrs. J. Watson Hayden, Mrs. H. Ashton Henry, Mrs. W. H. Hollister, Jr., Mrs. Thurman Hull, Miss Sarah Judson, Miss Jessie Lessels, Mrs. Joseph McQuide, Miss Sarah B. Tibbits, Mrs. W. L. VanAlstyne, Mrs. George W. VanAlstyne, Mrs. Clarence E. Van Zandt, Mrs. Leland Wadsworth, Mrs. William T. Williamson, Miss Grace Waterman and Mrs. F. B. Twining. Miss Caroline B. Smith was its first general secretary. On the first board of trustees were Mrs. E. O. House and Miss Sarah B. Tibbits.

Benevolent Catholic Women—Troy's Catholic women have always been most active in charitable work. Early in the city's history Rev. Peter Havermans brought three Sisters of Charity to the city, and to house their activities bought the home of William McGuire on Fourth Street. They there established a small school and successfully taught. A little later, increased needs brought about the building of the first Catholic institution of the city, to be used partly as a day school, partly as a hospital and partly as an orphan asylum, with an experienced head Sister in charge.

In 1848 Father Havermans interested a number of citizens in a home for orphan girls and obtained the use of several rooms in the Troy Hospital for temporary use. On September 30 of the same year, the corner-stone of St. Mary's Female Orphan Asylum on the west side of Hill Street, between Washington and Adams streets was laid. In 1865 the name was changed to St. Vincent's Female Orphan Asylum. The situation was found undesirable for the purpose afterwards and, after several changes, in 1886 the four-story brick building at Eighth Street and People's Avenue was erected, which houses more than two hundred girls and their instructors and caretakers, the Sisters of Charity. The House of the Good Shepherd, a shelter erected for delinquent girls and young

EMMA WILLARD STATUE.

WHEN LAFAYETTE VISITED IN TROY IN 1824.

Reproduction from centennial tableau of reception to famous French soldier at Troy Female Seminary.

women, was projected in 1886 and Bishop Francis McNierney blessed the completed five-story structure on People's Avenue April 24, 1887. The Guardian Angel Home adjoining was erected in 1907 as an Orphanage. The Little Sisters of the Poor began their worthy efforts in the 'seventies and the large four-story building on Ninth Street was erected as the Home for the Aged Poor and occupied in April, 1875.

The Troy Hospital first located in 1850 at Fifth and Washington streets and then in 1869 removed to the head of Fulton Street, on Eighth Street; it became inadequate as the city grew, and the magnificent building on Oakwood Avenue superseded it in 1912. For this edifice, which supplied a real need of the city, the Catholic women labored faithfully. Sectarianism was forgotten in the effort and the Women's Auxiliary of the hospital numbered among its members women of all faiths and creeds. At the time of the World War this was the only hospital designated as a base hospital in this vicinity and many veterans of the war have there received treatment.

Emma Willard—No history of Troy women could be written without Emma Willard's name, for she, above all others, helped to forward the cause of woman's higher education at a time when there were few to sponsor it. Coming to the city in response to the invitation of some influential and wealthy Trojans who had heard of her work and who wished to establish in their growing community a girls' school, she took the first steps to establish the Troy Female Seminary which has developed from a one-building affair to the palatial group on the eastern hill of the city, now known as the Emma Willard School, which yearly turns away many aspirants for its instruction, notwithstanding its large accommodations. Mrs. Willard was a talented teacher with ideas much beyond her day. But so tactful a personality had she, and so practical were her ideas, that she found it possible to impress even those who disagreed at first with the wisdom and justice of her plans, and thus secured the aid that allowed her to bring them to fruition. She started her school in Troy with ninety pupils, twenty-nine of them being daughters of Troy residents.

The money for the school building was raised by taxing the first four wards of the city. The site of the first school was on the west side of Second Street on the present site of the Russell Sage College. The Old Troy Coffee House was bought for $1,700, a building sixty by forty, three stories high with a basement. This was stripped of its weathered boards and encased in brick. While the repairs were in process, Mrs. Willard used the lecture room of the Troy Lyceum of Natural History for a recitation room, and two nearby buildings for study and lodging rooms. The first faculty was composed of Mrs. Willard, principal, Elizabeth Sherrill, Angelica Gilbert, Mary Heywood, Elizabeth P. Huntington, instructors; Miss Sarah W. Ingalls, Mary H. Field, Mary E. Akin and Elizabeth Whiting, assistant teachers.

Later the building was enlarged and additional structures were erected. In 1837 the seminary began receiving money from the State

Legislature fund and the year following Mrs. Willard retired, leaving the school in charge of her son, John H. Willard and his wife, Sarah L. Willard. In 1872 Miss Emily T. Wilcox was made principal. In 1891 Gurley Memorial Hall was built as an addition to the school, given in memory of William and Clarissa A. Gurley.

With the coming of Miss Eliza Kellas to the school after the erection of its magnificent buildings, a new era of still greater prosperity opened for the school which still bears the name of its founder and first principal.

Literary Women—Miss Abba A. Goddard was one of the first Trojans to take up literary work, editing in the last half of the eighteenth century a weekly paper entitled "The Trojan Sketch Book," a collection of miscellaneous writings largely by the women of the town. It contained such articles as "The Lures of Life," "Higher Still," "On the Death of a Friend," "The Lament of a Sister" and "A Glimpse of the World Spirits," also many poems of a sentimental or religious nature. Some of its regular contributors were Eliza Doolittle, Amanda B. S. Edgerton, Miss A. H. Mosier, L. B. Marble and Mrs. M. Fitch.

Mrs. Amanda A. Peebles, who before her marriage wrote under the name of Lynde Palmer, was the author of several series of books for boys that were very popular in their day. Her maiden name was Mary Louise Parmalee and she died in 1915.

Mrs. Lincoln Phelps, of Troy and Rensselaer County, wrote Lincoln's botany in 1829 and a "Dictionary of Chemistry" a year later and contributed many articles to the papers and magazines.

The contributions of Emma Willard to the literature of her day were numerous and most varied, covering a wide range of subjects. Her school histories and geographies filled a need of that time. Her contributed articles include those on such subjects as: "Would a Scientific Education Lead Woman to Lose Her Sense of Dependence Upon Man?" and "The Political Position of Woman." She also wrote elaborate articles in the medical journals in defense of her theory of the circulation of the blood. But possibly the contribution from her pen which will live longest in the hearts of all is the little poem, since set to music, which shows her strong religious belief: "Rocked in the Cradle of the Deep."

Elizabeth Van Santvoord, whose maiden name was Elizabeth Van Schaick, the wife of George Van Santvoord, was a prolific writer of both prose and verse as well as a natural linguist. She learned Italian at the age of seventy, and when seventy-six studied German in Munich.

A Distinguished Artist—Mrs. Samantha L. Huntley is one of the women who has given to Troy a place in the world of arts. She studied extensively in Europe and in her copies of the great masters she is conceded to have caught not only the exact tints and technique, but the very spirit of the original artist. She has been commissioned to paint portraits of many noted persons and has succeeded in discovering a solvent for gold leaf, a process which many artists have sought in vain. Miss Marguerite Enos is also a portrait painter of eminence.

Women Patriots—The Patriotic Woman's Society of Troy was organized in April, 1861, at the home of Arba Reed, with clergymen for president and secretary. Its original members were Mrs. Arba Reed, Mrs. John M. Francis, Mrs. William E. Hagen, Mrs. J. S. Southwick, Mrs. P. M. Corbin, Mrs. S. S. Dauchy, Miss Anna M. Plum and Miss Mary Gilbert. July 9, of the same year, the Associate Relief Society of Troy Women was formed at the Female Seminary, with Mrs. Willard as president; Mrs. Duncan Kennedy, vice-president; Mrs. Elias Plum, secretary; Mrs. Isaac McConihe, treasurer; Mrs. George Vail and Mrs. Jacob L. Lane, finance committee. The third of the women's patriotic societies at the time of the Civil War was the General Relief Association of Troy Women, organized in August, 1861, to furnish hospital equipment and give the wives and sons of soldiers employment. Mrs. John Flagg was its president; Mrs. Jonathan Edwards, vice-president; Mrs. W. E. Hagen, secretary, and Mrs. Julia E. Waddock, treasurer. All of these societies were effective both in raising funds for their efforts and accomplishing a vast amount of relief work.

The women of the city and county were most active during the World War. Taking the chairmanship of the various lines of work carried on by our Red Cross during those trying days were Mrs. Palmer C. Ricketts, Mrs. Edward F. Murray, Mrs. Andrew H. Meneely, Mrs. William Henry Warren, Miss Ruth Hart Eddy, Miss Marion L. Lally, Miss Martha C. Vail, Miss Margaret A. Manning, Miss Sarah E. Luby, Miss Gertrude M. Hawley, Miss Letty Lundy, Miss Kate Mahoney, Miss Sarah Thurman, Miss Harriet Peckham, Mrs. Phoebe Peckham Palmer, Mrs. H. Raymond Freeman, Mrs. Frank B. Twining, Mrs. William B. Frear, Mrs. Henry J. Eckert, Mrs. Edwin Buckman and Mrs. Rutherford Hayner. County chairmen included Miss Mary Cushman and Mrs. E. H. Wetzel, of Melrose; Miss Antoinette Thompson, Pittstown; Mrs. E. H. Crandall, Petersburgh; Mrs. Melissa Harper, Schodack Landing; Mrs. Benjamin Hoag, Garfield; Mrs. J. E. Pinkham, Schaghticoke; Mrs. Katherine Schaible, West Sand Lake; Mrs. Charles Burroughs, Sand Lake; Mrs. H. S. Frary, Berlin; Mrs. James Gleason, Brookview; Mrs. Harriet Ryder, Brunswick; Mrs. Samuel Snook, East Schodack; Mrs. Samuel Davis, Cropseyville; Mrs. Charles Dodds, South Cambridge; Mrs. John Roshurt, East Nassau; Mrs. E. D. Gifford, Johnsonville; Mrs. L. M. Moody, Eagle Mills; Mrs. F. B. Smith, School District 14, Castleton; Mrs. S. B. Ketchum, Wynantskill; Mrs. Peter Van Acker, East Greenbush; Miss Effie Agan, Grafton; Miss Elizabeth Avery, Hoosick Falls; Mrs. A. O. Mattison, South Berlin, and Mrs. C. L. Beach, North Greenbush. These women met regularly at headquarters or to direct their different circles of workers, accomplishing mountains of work along the lines of surgical dressings, hospital garments, knitted goods, child welfare, military relief, home service, refugee clothing, comfort kits and junior auxiliaries. During the dreadful influenza epidemic they were instant in relief, working many hours each day to give succor to the sick and dying and to the bereaved families. In the National League for Women's Service and in the various drives for selling Lib-

erty Bonds and thrift stamps, of which Mrs. George N. Patrick was chairman, women worked faithfully and one of the most efficient branches of the Navy League flourished in Troy under the management of Mrs. Herbert M. Longendyke.

Aside from these organizations, to meet special need, women's permanent patriotic organizations are not lacking in the city. Several of these meet regularly, and quietly and efficiently carry on the work which is especially theirs.

Women's Clubs—Troy has always been noted for its societies composed of women. From the early days when a small circle of neighbors gathered from time to time to sew and enjoy social intercourse, women have had a great part in shaping the religious activities, the philanthropic efforts and the cultural features of society. The Emma Willard Association was formed May 5, 1891, and incorporated a year later with Mrs. Russell Sage as its first president. Its headquarters were in New York City, contrary to the opinion of many who thought that Troy, the home of the school, should also be the home of the helping organization. From this belief later came the organizing of the Emma Willard Alumnæ in Troy. Miss Margaret Cook safely conducted the organization through its transitional period in 1916, and Miss Sarah Cook became its first president. Four thriving chapters now testify to the favor with which the efforts of the Troy women were crowned.

The Daughters of 1812 have had a flourishing Chapter under the direction of Mrs. James De Soto Giblin for many years, and since her death, under Miss Ida Munn, who is also a national organizer of that organization. Philip Schuyler Chapter, D. A. R., has had a useful program of patriotic activities and its various regents have all been women who are fit descendants of loyal men and women of the early days.

The various women's missionary organizations and church societies hold most creditable records for both gifts of money and the use of time and strength. When the women's club movement started, Troy was quick to catch the contagion and a number of women's clubs formed either for literary study or for civic betterment sprang into being and flourished during the last twenty-five years. The first of the smaller literary clubs was the Friday Afternoon Current Events Club, formed by Mrs. Frank W. Thomas. Following came the Sans Souci, the Crescent the Troy Chapter of the International Sunshine Society, The Woman's Civic League, The Housewive's League, The Monday Afternoon Club, The Girls' Club, The Lucernia Club (since changed in name to the Ilium Club), The Tuesday Afternoon Club and the Troy Women's Club. Each philanthropic institution has its woman's auxiliary, the members of which vie in filling their needs. The Woman's Democratic and Republican Clubs each play a part in political circles and have their special club rooms.

Prominent Women—Deborah Powers was one of the pioneer business women of the city. Married to Albert E. Powers in 1816, when he was a school teacher in Lansingburgh, she became his inspiration and practical helper, sharing in all his business enterprises and helping him build

up a considerable fortune. At his death she took over the whole management of his affairs, and under the firm name of "D. Powers and Sons" she conducted with efficiency the bank and the oilcloth manufactory which he had started. Upright and honest in every way, with pronounced business ability, at a time when such ability in women was thought unusual, she made a name for herself which commanded respect and admiration. She was also the founder of the Deborah Powers Home for Aged Women in Lansingburgh.

Several missionaries have been sent out from Troy, among them being Marie A. Whitman, Mrs. James Haswell and Miss Susie Haswell. Mrs. Lewis E. Gurley was one of the city's most prominent women in the field of foreign missions, giving freely of her money and herself visiting foreign fields. Mrs. S. A. Silliman was for many years prominent in charitable work in the city and for many years president of the Emma Willard Association. Mrs. William H. Hollister, Jr., for many years led both the Y. W. C. A. auxiliary and the Board of Women Directors of the Troy Orphan Asylum. Mrs. Leonard H. Giles has given many years of faithful effort to Troy's various helpful organizations and has been generous with gifts in time of need. Mrs. Isaac McConihe was another of Troy's women specially active in helpful and philanthropic work. She was one of the founders of the Day Home and took upon herself the responsibility of raising the necessary amount to purchase and repair its present building. The War of the Rebellion had just broken out, but undiscouraged she went at her task, which for her was only a labor of love. She raised the total sum in five weeks, and afterward appealed to the State Legislature for aid in conducting the enterprise, securing at different times a total of $12,000 for the work from the State, as well as much more from personal gifts and bequests of friends. She sent three sons to fight in the Civil War and was active in the patriotic efforts of women during that period. During the simi-centennial of Amherst College in 1871 she was the only woman officially invited to its ceremonials and publicly commended during its exercises. Some years after she went to Europe and for two years there studied literature and art in its various centers.

Mrs. William Howard Hart, whose maiden name was Mary E. Lane, was a granddaughter of Senator George Tibbits, Canal Commissioner and Mayor of Troy from 1830 to 1836. She was prominent socially and most generous in her gifts to her home town. Beside the Public Library Building, she gave liberally to the erection and sustenance of St. Paul's Church Home, the Troy Orphan Asylum, the Rensselaer Polytechnic Institute and the Samaritan Hospital. She was also a large donor to Albany projects. Her portrait hangs in the Art Gallery of the Library. She died at her summer home in Menands in 1899.

Margaret Olivia Slocum, of Syracuse, entered the Troy Female Seminary in 1846 and was graduated from it one year later. Russell Sage at that time was a prominent citizen of Troy in business with Miss Slocum's uncle, Hiram Slocum, their firm contracting for meats and other food supplies, and so became acquainted with the niece of his business

partner. Miss Slocum taught in Philadelphia after her graduation, and it was not until after the death of Russell Sage's first wife that the old acquaintance was renewed and finally culminated in marriage in 1869 at the home of the bride's cousin, James B. Jermain. Mrs. Sage never forgot her *alma mater* and most generously remembered it. She gave $1,000,000 to buy a better site and thereon build the new school. Her gift also made possible the founding of Russell Sage College, with the former Emma Willard School buildings as a foundation. Throughout her life she was a frequent visitor to old scenes, always a generous benefactor when any need was presented to her notice. Her last appearance in Troy was at the time of the dedication of the new buildings of Emma Willard School, when at the close of her simple address, she gave this favorite quotation of hers:

> Life is like an inn upon a summer day.
> Some stay to sup and then away;
> Those who stay the longest, have the most to pay.

Women Who Made History—Harriet Butler, daughter of one of the early rectors of St. Paul's Church in Troy was the instrument of giving to the children not only of her own generation, but of all those to follow, the now famous poem "'Twas the Night Before Christmas." Visiting at the home of its author, Dr. Clement Clark Moore, of New York City, she heard the poem read to his children, and so delighted was she with it, that she copied it in her album and carried it home to read to the children of her own church when the time for their Christmas observance came. The following year at holiday time, thinking that other children would like the verses also, she sent the poem to the Troy "Centinel" for publication. Dr. Moore was greatly chagrined at first at its publication, thinking that others would judge it as beneath the dignity of a theological professor, but as the poem began to make him famous, he forgave Miss Butler.

A most remarkable woman was Lillian Warren Price, daughter of Commodore and Mrs. Cicero Price, who was born in Troy in 1858, and who died in 1909. Beautiful and vivacious, she soon became a favorite in Washington Society, where her father took her with him on a business trip. While a young girl she married Louis Hammersly. Three years after, she married the eighth Duke of Marlborough in New York City. After this marriage she lived for several years in Blenheim Castle, the ancestral residence of the Duke, in England, rebuilding and improving it with her own money. Her third marriage was to the hero of the African war, Lord Beresford.

The first depositor in the Troy Savings Bank was a colored woman, Martha Jefferson, who deposited with great delight therein her savings amounting to twenty dollars.

Harriet Tubman was a famous old negress who escaped from slavery before the Civil War and became a noted conductor on the "underground railway." On her way to attend a meeting in Boston, she stopped in Troy. When the uproar over Charles Nalle occurred she fought for him valiantly when the crowd stormed the Marshal's office on State Street.

Philo Penfield Stewart, inventor of the modern cookstove, found no one who believed in his invention enough to furnish him money for its manufacture until a woman friend was convinced of its advantages and came to his aid with the sum of $800. With this small sum he managed to start in business. The name of the woman who thus furthered the invention, which has been of inestimable value to womanhood, is not known.

An interesting bit of history not generally known centers in East Greenbush where the "Citizen" Genet homestead was situated. The wife of George C. Genet, ambassador to France, was given a charming fan by the great Napoleon, a fan which was afterwards treasured by the Genet family until, after the death of Augusta Genet, it was given to the Metropolitan Museum of Art in New York City.

In 1851 a woman calling herself Mrs. Henrietta Robinson came to Troy ostensibly looking for a position as teacher, which she failed to procure. She dressed well, but made few friends, living much by herself. After a few years of residence she was arrested for the peculiar murder of her grocer and his young woman clerk. Throughout her subsequent trial she aroused much curious comment by insisting on wearing a heavy blue vail which she refused to remove and came to be known as "the veiled murderess." She was sentenced to be hanged in August, 1855, but her sentence was afterward commuted to life imprisonment. She served fifty-two years in Sing Sing prison, in Auburn State Hospital for the Insane and at Mattewan and at no time revealed her identity. It is said she never wrote a letter and never signed her name, but spent the days in reading, making fine lace and playing with much talent on the prison musical instruments. She died in 1905 and was buried in the Potter's Field at Mattewan. Her grave is marked only by a pine stake bearing the number "88" and the mystery of her life has never been solved.

The mother of Cornelius Garvin, who mysteriously escaped from the County House where he was confined because of mind weakness, was one of Troy's most pathetic cases for many years. It was at the time of the Civil War and Mrs. Garvin, firm in the belief that she could find her missing boy, went from camp to camp throughout the South, only to come back to her home penniless and uncomforted. But she never lost hope and for twenty years she still carried on the search as she could earn money to pursue it. Then she went suddenly back to Ireland and the city knew her no more.

It was to a woman, Mrs. Hannah Lord Montague, that credit for Troy's chief industry, the manufacture of collars is given. Her woman's ingenuity produced the first separate collar which could be tied about the neck with strings. She made them for her family and friends and they soon attracted the attention of Rev. Ebenezer Brown, a retired minister, who kept a small drygoods shop, who began their manufacture which developed into the city's leading industry. From the development of the collar and shirt industry has grown the assertion that Troy is a woman's city, women being very largely employed in these and other

industries. A census of the city taken in 1825 was thus commented on by one of the newspapers of that day: "The fact that Troy has twenty-three more women than men within its boundaries is evidence of a good state of manners and morals, and proves that the duties and burdens of life are very fairly divided between the sexes, and that they are mutual helpers." From this fact probably came the peculiar circumstance of an article which was published in a French paper, "Les Etudes," a number of years ago, and which announced: "Troy, New York, is a city whose population is composed entirely of women. This anamoly is explained by industrial and economic reasons, but is none the less picturesque and strange and constitutes one of the curiosities of modern civilization." Although the idea of "Les Etudes" was so far from the truth, the city's coat of arms bears upon it a woman in cap and gown, typifying an Emma Willard graduate, and women do predominate in numbers, though not to the extent frequently stated. It is interesting to note that in a population of approximately 75,000, within the city proper, there are about 5,000 more women than men.

The statue of Emma Willard which has stood for many years in the park at the corner of Congress and Second streets was the first public statue ever erected in America to an intellectual woman as a public benefactor. The project was conceived by Mrs. C. L. MacArthur, who in 1890 was selected as president of the Emma Willard Statue Association of Troy and appointed a committee to arrange for the selection and placing of a suitable memorial in Seminary Park. Associated with Mrs. MacArthur in the undertaking were Mrs. John A. Griswold, Mrs. Charles E. Patterson and Mrs. W. T. Kennedy. The place of Mrs. Griswold who died soon after her appointment was filled by Mrs. Henry B. Nason. The women raised $1,600 and the statue was placed with suitable exercises.

At the time of the Hudson-Fulton celebration the Committee of Troy women who assisted in arranging for the week was headed by Mrs. S. A. Silliman, who had on her committee Mrs. Leonard H. Giles, Mrs. S. A. Kinney, Mrs. James De Soto Giblin, Mrs. Joseph McQuide, Mrs. Daniel Klock, Jr., Miss Cronin, and Mrs. J. V. S. Jacobs.

During the disastrous flood which visited Troy in 1913, a committee of women was quickly formed to furnish instant relief. Its headquarters were in the Gurley Building on Second Street, which now houses part of the Russell Sage College, and for weeks supplies of all kinds were given out to the sufferers and women gave gladly of their time and efforts to help those in dire need.

CHAPTER XXI.

CIVIC ORGANIZATIONS.

Associations of Citizens Which Advance Community Interests, Cultivate Civic Pride, Promote Culture, Further the Interests of the Home, and Aid in the Expansion of Industry and Trade—Troy Chamber of Commerce Develops Important Projects—Coöperation in Community Affairs—Rotary and Kiwanis Typify "Service"—Parents and Teachers United in Child Welfare—School Savings Clubs—Children's Playground Movement—Largest Women's Club—First Boy Scouts of America in Troy—City Planning Commission.

Civic interest has always been a strong factor in the development of Troy, but coöperating movements of its citizens have seen their flood tide and ebb in the succeeding years, much as in most other enterprising communities. In the phenomenal early growth of the settlement the citizens were always getting together in some new enterprise for the community, and out of these public movements grew many of the institutions which are the foundations of the city of to-day. The location of the county seat in the city, the building of the first railroad line to Schenectady by the municipality itself, and a host of other developments all grew out of this spirit of coöperation among its citizens. Early organizations, created for various objects, ceased to exist when those objects were accomplished, and when some new need presented itself there has always been manifest a spontaneous response on the part of Trojans. The present generation remembers best such movements as the Industrial and Mercantile expositions conducted by the Commercial Travelers' Association in 1899 and 1902, which culminated in the organization of the Chamber of Commerce, and the Booster Club movement suggested by the late Bert E. Lyon, which eventuated, through the civic contribution of many citizens and the leadership of an enthusiastic mayor who believed in his home city, in the demonstration known as Troy Week in 1908. Beside several general civic organizations, adding new cubits of growth and facets of beauty to the city as a whole, there are several community leagues and sectional organizations in the city working for betterments along particular lines. These various bodies are coöperating effectively for the expansion of industry, the development of culture and the safeguarding and advancement of the home—three requisites for the prosperity and happiness of the citizens of any municipality.

Troy Chamber of Commerce—The oldest of the general civic bodies still in existence is the Troy Chamber of Commerce, whose early history of achievements, owing to the absence of records prior to 1917, when the Chamber was reorganized, is somewhat obscure. This organization began its existence in the Ilium building, January 31, 1900, when ninety-three business and professional men congregated in the rooms of the Commercial Travelers' Association of Troy, which inspired the gather-

ing, for the purpose of forming a Board of Trade to promote commercial and industrial interests, and to increase civic pride and friendly coöperation. The Troy "Times," of Thursday, February 1, 1900, gave the following account of the meeting:

The initial steps were taken last evening at a meeting in the Commercial Travelers' rooms to form a live, up-to-date Board of Trade for Troy. Ninety-three business men, professional men, and public-spirited citizens generally, signed an agreement to form such an organization. Steps were taken to frame a constitution and by-laws, and also to nominate officers for the new body. Another meeting will be held shortly, when the organization will formally be given being.

The meeting last evening, which was attended by the representative men of the city, was marked by enthusiasm and earnestness. It was under the direction of the Troy Commercial Travelers' Association, which is the promoter of the present movement. At a previous meeting of the organization, a committee, of which W. F. Gurley was made chairman, was appointed to consult business men and citizens in the interest of a Board of Trade for Troy.

Two weeks later, Tuesday evening, February 13, 1900, the proposed Chamber of Commerce became a reality. The proceedings were recorded by the Troy "Times" the next day as follows:

The Chamber of Commerce of the City of Troy was organized last evening at the rooms of the Commercial Travelers' Association by the adoption of a constitution and the election of officers. The active membership is about 250 persons, representing the best interests of the city in finance, business, manufacturing, legal, and educational matters.

Chairman W. F. Gurley called the meeting to order at 8.15 o'clock. About 100 persons were present, including merchants, manufacturers, lawyers, bankers, educators and other men interested in the welfare and progress of the city. The gathering was made up of the largest financial and business interests of Troy, and several millions of dollars were represented in the assembly. Temporary Secretary Charles G. Eddy read the minutes of the previous meeting which were approved, and Chairman Gurly called for the report of the Committee on the Constitution.

The constitution was adopted, and the following officers were then duly elected: President, W. F. Gurley; vice-presidents, Francis J. Molloy and Robert Cluett; treasurer, William Henry Warren. Ten directors were next appointed to serve for one year, and ten more selected for two years. The organization began its life in four small rooms in the Ilium building, and continued to carry on there for a number of years. Arthur Wight was the first executive secretary.

Editorially the "Times" in its issue of February 13, reflected current opinion regarding the new enterprise. The newspaper said in part:

Troy's Chamber of Commerce is now a fact, an organized fact, a permanently organized fact. With not far from 300 members at the start, and with unity and harmony in every feature of the organization, it is a splendid beginning. The officers chosen last night are representative of the typical interests of the city in manufacturing and commerce. They have the good of Troy at heart, and believing that the welfare of all is the welfare of each, they will devote thought and effort to the advancement of this city as a community. . . . . They can be trusted to appoint a secretary and establish committees that will make the new organization a working body. Troy has existed and been prosperous many years without a Chamber of Commerce. That has been due to individual energy and skill, and to occasional and limited movements of the kind which was made general last night. . . . . Now that "We ought to have," is superseded by "We have," and Troy's central force of commerce has become an achievement and not a

hope, everybody who has expressed the hope should share in the achievement. The present membership should increase until to be a Trojan interested in the city's prosperity will be synonomous with being a member of the best organized body that has ever assembled to maintain and enlarge that prosperity—Troy's Chamber of Commerce.

The presidents of the Chamber of Commerce in the order of their succession were: William F. Gurley, 1900-1903; James H. Caldwell, 1903-1906; Cornelius F. Burns, 1906-1909; Edward W. Douglas, 1909-1911; William W. Loomis, 1911-1912; Marshall L. Barnes, 1912-1914; Charles A. Stone, 1914-1915; Hiram G. Hammett, 1915-1917; E. Harold Cluett, 1917-1919; James A. Beatie, 1919-1921; John H. Woodhouse, 1921-1922; William C. Feathers, 1922-1923; Michael W. Shaughnessy, 1923-1924; C. W. Ferguson, 1924. The present managing secretary, G. Wray Lemon. Pictures of the majority of these men adorn one corner of the Chamber's rooms, flanked by a large American flag and the framed slogan: "The success of a City Depends Entirely Upon the Progressiveness of its Citizens."

From barely 200 men, the membership has grown to about 1,500. Each year the organization shoulders greater responsibilities in its promotion of national and local movements affecting Troy's interests. Among the more recent projects fostered by the Chamber of Commerce may be mentioned the organization of a million dollar corporation to build a new hotel and take over the Rensselaer, originally promoted by the Chamber; an Industrial Exposition, attended by 50,000 persons, a feature inaugurated by the Commercial Travelers' Association in 1899 and 1902; the establishing and building of the State Troopers' Barracks; the abolition of toll on the Congress Street Bridge; the long battle for the passage of the Federal Waterpower Bill, which made possible the harnessing of the power at the Government dam at Troy and its utilization by Henry Ford, whose $8,000,000 power plant and shops are located on Green Island; the establishment of a Traffic Bureau, mobilizing the shipping interests in securing better facilities and reduced rates; the promotion of a Merchants' Bureau, which had advertised Troy's mercantile advantages and increased business through special sales days; the movement for the organization of a Wholesalers' Bureau along similar lines; the fostering of suburban auto bus lines through the maintenance of a Bus Terminal; the improvement of streets and highways, especially trunk lines leading into the city; the removal of snow to keep highway traffic routes open in winter; and coöperation with many community enterprises, betterments, conventions and public movements. The Chamber has worked earnestly for a wider use of the Barge Canal, the development of water traffic through the deepening of the Hudson, the improvement of the facilities of the terminals at Troy, the building of a grain elevator by the State, and has steadfastly opposed the St. Lawrence Canal project as unfeasible and in contravention of the existing water route through New York State. It secured a readjustment of local lumber rates, and aided in the defeat of a rate increase movement which would have raised the cost of anthracite coal, thereby saving, it is estimated, $30,000 annually to the people of Troy and vicinity.

Fifteenth Ward Community League—One of the many community leagues of Troy which has exhibited keen interest in the welfare of the district which it represents, is the Fifteenth Ward Improvement League, an organization that has been in existence only since 1920. On October 18th of that year, the League was formed by a number of citizens of the Fifteenth Ward who were strongly in favor of a ward improvement campaign which would combine the advancement of general community interests with the promotion of school work. Meetings were conducted for some months in the Haskell School, for which reason the organization took the name "Haskell Community Association."

The first officers of this Association were: Mrs. Homer C. Evans, president; Mrs. Philip H. Draper, vice-president; John D. Gray, recording secretary; Mrs. Walter Totty, corresponding secretary; Miss Eva White, treasurer. A change in name was voted by the Association, and after February 1, 1921, the organization became known as the Fifteenth Ward Improvement League. The meeting place was likewise changed, and on January 10, 1922, the League gathered in the Sunday school rooms of All Souls' Unitarian Church, where meetings have since been conducted.

The League was active from the start. A community Christmas tree was erected December 24, 1920, and the celebration that followed was attended by a large number. Periodical socials both out of doors and in proved decidedly popular. At the same time the bigger interests of the Ward were not neglected; school matters, transportation problems, street and lighting conditions, police and fire protection, each in turn received their share of attention from the League. Through the Common Council the League succeeded in regulating the speed of cars in the Ward, in having a sewage system installed, and in securing permission to have a policeman stationed in front of the Haskell School. Increases in street car fare were strenuously opposed by the League and the proposed zoning ordinance supported with equal zest. Shrubbery has been planted in barren or unsightly spots throughout the Ward, and premises generally beautified through the organization's efforts. Through the coöperation of the Association a granite memorial to the men who died in the World War was erected on the Unitarian Church property at Fifth Avenue and One Hundred and Third Street.

South End Improvement League, an outgrowth of the Warren Park Association which was organized in 1917, is doing excellent work in the way of community betterment in the southern section of the city. Need for a ferry between Monroe Street, Troy, and the Watervliet Arsenal, was expressed in 1917 by residents of the South End, who were employed at the Arsenal. They contended that permission from the city to operate such a boat would be a great accommodation to the workers, besides being the means of relieving traffic conditions in the heart of the city. In order more properly to make known their wants at the City Hall, an organization was formed which succeeded in obtaining the much-needed ferry.

As the interests of the organization became more varied and wide-

spread, the name was changed to the South End Improvement League. Its undertakings since that period have been numerous. The League worked hard to secure river front improvements at the South End for which $6100 for dredging purposes was later voted by the city. A spacious and well equipped playground was established through efforts of the League and the coöperation of James A. Burden from whom the land was obtained. Members of the organization are active in eliminating neighborhood nuisances and in preventing the establishment of enterprises which in time might prove detrimental either to health or to property values. Respecting the matter of zoning which has so zealously been taken up by the city in the past year, the League proved most responsive, having been influential in causing one hundred and fifty-three property owners to voice their opinions on the subject at the public hearings.

Community entertainment is furnished in the form of band concerts in Warren Park every Wednesday night throughout the summer. These concerts are financed solely by the League and several thousand enjoy the weekly programs. M. J. Kilduff has been president of the League since its inception.

Sixth Ward League—During the War, the Stowe Hill Improvement League conducted a financial drive, and presented to each soldier of that district, a bronze button. The presentation, made possible by the success of the drive, took place with appropriate exercises at Smart's Pond after the close of the War. This League was also instrumental in establishing a park at Burden and Water streets.

The new Village Improvement League which was likewise active during the War period, was merged three years ago with the Stowe Hill organization to form the Sixth Ward Improvement League. Lawrence Shevlin was the first president. Members of the League are responsible for the bathing beach along the river front near Water Street, members having carted and distributed sand for the purpose. The Burden Iron Company permitted the transformation of property near the old steel works into a park, called the Burden Recreation Park, which is popular throughout the summer.

Beman Park Neighborhood Association was created in 1909 by the residents of Beman Park section for the purpose of increasing civic pride generally, and for insuring better sanitary conditions, well kept lawns and beautiful premises in that community. A social phase was also provided, and on September 18, 1909, the Association held its first outing. This took place during the Hudson-Fulton Celebration at a time when civic pride ran high. It proved to be an auspicious occasion, for the organization gained wide publicity and instant popularity. Similar outings were held annually, attended some years by as many as 20,000 persons. Annual Christmas festivities are conducted by the Association, when the feature of the occasion is a huge community Christmas tree in the park. At night the tree is lighted, and the old time customs of singing carols and placing lighted candles in the windows are revived.

The Association has aided in bettering trolley service in Beman Park, in reducing gas and electric rates, and in improving community business conditions. It has been estimated that building activities in Beman Park have exceeded $200,000 since the Neighborhood League first came into being. Efforts of the organization resulted in a shelter being erected at the corner of Fifteenth Street and Peoples Avenue for trolley patrons, while a flagpole and handsome war memorial in the park are the latest achievements. Bert E. Lyon was one of the prime movers in the formation of the Beman Park Neighborhood Association, as well as active in civic affairs generally, and was its first president.

Sycaway Improvement Association came into being fifteen years ago, when certain community projects of importance to the people of that neighborhood were presented. Meetings were held for a time in the Memorial Methodist Church, but upon the completion of the enlarged School 18, that institution was used. Practically all of the early proposed projects were carried through by the Association to a successful finish. Streets were paved, sidewalks were laid, and premises beautified. The construction of School 18, which for a number of years had been contemplated, was at length brought about. A branch library of the Troy Public Library was added to the organization's creditable efforts. The League was instrumental in having a War Memorial erected in 1920 at Hoosick Street and Lake Avenue, and in having Sycaway designated as a voting district.

Highland Community Association was organized in 1918 by residents living on, or in the vicinity of Tibbits Avenue, Francis Avenue and vicinity for the purpose of promoting the interests of that section. Since its formation many projects have been launched through the organization's active interest. Each year on July Fourth, the Association holds an elaborate celebration, the only one of its kind in the city.

Rotary Club—The Troy Rotary Club, Inc., is one of the Rotary International organizations, resulting from a movement started in Chicago in 1905 by Paul Harris, a young lawyer. Weekly luncheons to promote sociability formed the chief reason for the existence of the first Rotary Club, but gradually Rotary came to signify help to crippled children and under-privileged boys as well as material support to such organizations as the Boy Scouts, Boys' Clubs and innumerable charitable institutions. True to the watchwords, "Friendship, Coöperation, and Service," the Troy Rotary Club interests itself in whatever projects may be under way for civic betterment. The Club's latest and perhaps most monumental effort to promote boy welfare, is its gift to local Boy Scouts of a $10,000 camp at Davitt's Lake, eight miles east of Troy. The camp was formally opened July 6, 1923, and is completely equipped to accommodate the large number of scouts who gratefully take advantage of Rotary's generosity. Samuel Bagg was the first president of Troy Rotary, which was founded in January, 1913.

The Club meets at luncheon once a week, usually on Tuesday at the Y. M. C. A., at which a short business session is conducted. A worth-

while speaker usually heads a program punctuated with music, songs, and other features. Fellowship is stressed by an ironclad rule which forbids members to address one another by other than the first name. No one "joins" Rotary. Members are elected, and are selected from business and professional classifications. Standing committees are appointed annually to investigate and promote such interests as education, transportation, boys' work, sports, aid to crippled children, camps, and public affairs generally. Constructive charity reigns in all Rotary interests, with close adherence to the club's international slogan: "He Profits Most Who Serves Best."

Kiwanis—The roster of the Kiwanis Club of Troy is representative of every phase of Troy's business and professional life. Members are chosen by classification and number in the neighborhood of eighty. Kiwanis is international in scope, and the local organization was formed in September, 1920. H. S. Boynton acted as first president, with Guy Swinnerton, vice-president; Alexander Rankin, Jr., secretary; Gordon L. Hayes, treasurer; and Guerdon N. Messer, trustee. Since its inception the club has actively interested itself in local business standards, interclub relations, educational matters, and other public affairs. The matter of better lighted and placarded highways between Watervliet and Albany has also been strongly advocated by Kiwanis. Numerous charities have likewise received attention, and under-privileged children particularly have been helped through the generosity of Kiwanians. A prize is given each year by Kiwanis to the student excelling in some particular study or phase of school life at the Troy High School. The Kiwanis Club meets at luncheon every Thursday at the Y. M. C. A. These meetings combine business, speechmaking, song, and entertainment.

Parent-Teacher Association—This organization has done much in Troy to unite home and school interests and to promote child welfare work in every form. The Association was organized December 12, 1913, in the Troy High School at a meeting presided over by the Superintendent of Schools. Mrs. Frederick S. Cote was elected president; Mrs. Thomas R. Lawson, vice-president; Mrs. Harry P. Fielding, recording secretary; Rutherford Hayner, corresponding secretary, and Dr. M. D. Dickinson, treasurer.

A new constitution was drafted in 1923, and the name of the organization changed to the Troy, New York, Federation of Parent-Teacher Associations. The following officers were selected to direct the Association's work: President, Mrs. Guerdon B. Miller; vice-president, Miss Isabella R. Hess; recording secretary, Mrs. Wallace R. Faddis; corresponding secretary, Mrs. Frank H. Coffeen; treasurer, Miss Katherine Kelly. The Federation is represented by ten organizations in Schools 1, 2, 3, 5, 13, 14, 15, 16, 17 and 18, bringing the total membership up to 1,500. Throughout the school year these associations supply needy children with clothes, shoes and food where lack of such necessities demand. When eyes are examined and glasses prescribed, or need of operations is determined after physical examinations, the expense is paid by the

Parent-Teacher Federation, provided no aid is proffered by other organizations. Milk is supplied in all schools to undernourished children and may be obtained free when payment is impossible. The Associations in the school purchase supplies for their respective institutions upon approval of the principal. Such purchases very often include bookcases, victrolas, pictures, scales, plants and other articles best calculated to fulfill immediate wants. In schools having eighth grades, a graduation party is given each June, and sometimes a picnic is held which the entire school attends. Once a month some member of the Parent-Teacher Association visits Pawling Sanitarium with gifts for the children confined there. The various associations meet once each month in their respective school buildings for the purpose of studying school betterment and child welfare. Lectures are given by authorities on various subjects, and entertainment is provided by the children and others. The Federation holds its monthly meetings in the Board of Education rooms.

School Savings Club—Thrift among the school children of Troy is encouraged by what is known as the School Savings Club. This organization which teaches the rising generation the value of periodically saving money, was started in School 5 by Principal John E. Healey, Jr., and since January, 1922, the Club has had a phenomenal growth. Automatic receiving tellers, very much resembling gum slot machines, were installed in School 5 that year, and thrift immediately became a part of the curriculum at that institution where to-day every pupil is a depositor. These machines receive pennies, nickels, dimes, and quarters, giving in return, stamps representing the several denominations. Pupils paste the stamps in prepared folders, and when a dollar has been saved it is immediately deposited in a bona fide bank. Two tellers and two bank clerks are selected each year from the student body, and these officials go from room to room, empty the machines at stated intervals, make out deposit slips, check deposits, and award monthly prizes for the largest deposits made. The spirit of rivalry thus engendered, reacts in favor of increased savings. Annually, the club elects a president, vice-president, and treasurer. Each officer is made to feel the responsibility of his or her office in connection with the success of the organization. "Learn to bank by banking" has decreased candy and gum chewing in the class rooms, and has increased deposits from $10 a week to $60 and often $80. Since the club's inception those in charge estimate that $1,021.03 has been deposited by the pupils of School 5, with the remarkable record of not having a single stamp or pass book lost. The Savings Club idea is in operation in Schools 1, 2, 3, 5, 10, 12 and 16; at the Troy Boys' Club, the Y. W. C. A., and the Y. M. C. A.

Playgrounds Association—From a voluntary movement which maintained for seven years several playgrounds scattered about the city, there developed in 1913 the Troy Playgrounds Association, a municipal organization which controls and directs the healthful play and valuable instruction of thousands of girls and boys who congregate daily throughout the summer in Troy's seven expansive playgrounds. The play-

grounds to-day are located at advantageous points; namely, Warren Park, Van Every Park, Prospect Park, Beman Park, Burden Park, 101st Street, and 112th street. The two last named grounds and Prospect Park were the pioneer playgrounds of the city, and the successful ministrations to the outdoor needs of children in those three communities warranted the existence of other grounds.

Although both Troy and Lansingburgh were provided with Village Greens by their founders and have had some semblance of a park since their earliest days, there was no organized public playground movement until the spring of 1906, when Mrs. Frank W. Thomas asked a number of women's club presidents to meet at her home on Collins Avenue to discuss some plan to secure the setting apart of certain places in the city for children's playgrounds. Troy was numbered among the pioneers in the playground movement, and with the rapid congestion and increasing traffic in certain sections of the city the need for open-air breathing places for children, where they might play freely and safely under proper supervision, was at once apparent and promptly received the hearty coöperation of the little group of women who became interested. Mrs. Thomas was a most enthusiastic and active advocate of the project. It was decided to form an organization which took the name the Woman's Improvement Society of Troy, and Mrs. Thomas was chosen president, and Mrs. J. Van Stone Jacobs, secretary. Mrs. Thomas had already secured permission of the city authorities to open the first children's playground in Prospect Park, and organized sewing classes and a reading circle for the girls and a few simple games for the boys. The members of the organization soon opened similar playgrounds on the William H. Van Every property in South Troy, and at Grace Court in Lansingburgh. The society increased its numbers and through various social affairs and contributions secured considerable apparatus and equipment for these grounds.

After several years of successful operation and annual playground demonstrations at Prospect Park, in which thousands of children gave public exhibitions before other thousands of their parents and friends, the playgrounds became firmly established as a city institution. The Improvement Society enlarged the scope of its activities to include other civic affairs and was reorganized under the name of the Troy Women's Civic League, with Miss Evanetta Hare, principal of School No. 2, as president, while Mrs. Thomas was made honorary president. After several years of agitation and the successful operation of the playgrounds by volunteers and directors who were paid by the League, public sentiment in their favor became so strong that the city authorities consented in 1913 to take over the management and maintenance of the playgrounds as a municipal function.

Each of the seven playgrounds is fully equipped with apparatus for the promotion of child health. There are swings, merry-go-rounds, wading pools, sand pits, and numerous other devices to attract youngsters and to keep them in the open air and out of the streets. At least one

teacher is on hand at every playground to instruct classes of girls in sewing, basketry and fancy work. Nine teachers are employed. At Burden Park, a swimming instructor looks after the welfare of the older boys and girls who are attracted by water sports. The tennis and basketball courts, and the baseball diamonds come in for their full share of patronage.

Practically all the equipment in the various playgrounds is now maintained at the expense of the city. The Association, however, keeps a sharp lookout as to the proper usage and upkeep of the apparatus, the initial cost of which is quite heavy. The progress of the various instruction classes is recorded also by the Association. Interest in outdoor sports is stimulated by frequent contests and games between teams representing the different playgrounds. Prospect Park is the mecca for combined outings of children from all sections of the city. The programs of instruction and sport are conducted under the direction of Miss Sara A. Holbrook, Supervisor of Playgrounds, who visits each park daily and reports to the Association periodically the scope of work undertaken and the progress attained.

Women's Civic League—This organization, already mentioned in connection with the playground movement, grew to embrace in its activities a variety of civic movements, notable among which were an anti-fly campaign, children's and school gardens, pure food and inspection of places where foods were sold and distributed, better milk inspection, sanitary garbage containers, a public market, better health regulations, improved system of garbage disposal and the Saturday afternoon closing of stores. In furthering gardening among the children members of the League worked diligently to inspire a love of nature and get practical results in the production of fresh vegetables for the home. They visited the school to talk to the children and arouse enthusiasm at planting time, inspected the gardens during the summer, awarded prizes and held exhibits of flowers, fruit and vegetables. The thoroughly organized campaign carried out through several years by the Health Committee headed by Mrs. Wade H. Reichard was the genesis of the movement which resulted in the establishment of the municipal Health Center at Seventh Avenue and State Street. Special stress was laid on better health conditions for children, which included a better babies campaign, a Baby Week demonstration, a Children's Health Survey of the city, and the maintenance of a Child's Welfare nurse during the summer months, eventuating in the continuance of public health nursing by the city.

Troy Civic League—An attempt to beautify the business sections of the city, inspired by the impression made upon Edward F. Murray by the window-boxes and well kept surroundings of industrial plants which he saw on a European trip, resulted in the organization of the Troy Civic League, of which he became president, and William Henry Warren, treasurer. This League annually awards prizes for the best display of window-boxes and flower-beds.

Troy Woman's Club—Although the latest of the civic organizations formed, the Troy Woman's Club was in 1924 the largest association of women in the city, and had established itself in its own building with a membership limited to five hundred, a number practically reached. The inception of the club is thus delineated by Caroline Warr Boughton in the club's Year Book for 1924-25:

Feeling the necessity for a new club in Troy which should specialize on work in the interests of women and children, as well as along lines for civic betterment, a group of women met several times in the early spring of 1920 to discuss all sides of the subject and, after due deliberation, the new club was formed. Only those who have had experience in club beginnings can appreciate the hours upon hours of hard, panistaking work it involves and much credit should be given Mrs. Wade H. Reichard, who was the leading spirit in the whole affair, and Mrs. Rutherford Hayner, who so ably assisted her, as well as several other well-known club women of the city.

On April 13, 1920, a luncheon was given at the Troy Club and officers were elected for the new organization to be known as the Troy Woman's Club. Mrs. Charles Tallmadge Boughton was made chariman of the session, and Mrs. Frank J. Stewart, chairman of program. The following women were present, becoming charter members of the new organization: Mrs. Charles Tallmadge Boughton, Mrs. Elwyn M. Clark, Miss Catherine E. Corcoran, Mrs. Harvey D. Cowee, Mrs. Herbert M. Dibert, Mrs. Arthur P. Gerry, Mrs. Leonard H. Giles, Mrs. Elizabeth Hurlburt, Mrs. Rutherford Hayner, Mrs. Charles L. Laub, Mrs. Warren E. Lisle, Mrs. Charles A. MacArthur, Dr. Mary McDowell, Mrs. George I. Miller, Miss Alice O'Neil, Mrs. Ella Tappan-Porter, Mrs. S. Morris Pike, Mrs. Horace Rescott, Mrs. Wade H. Reichard, Mrs. Herbert F. Roy, Miss Agnes Ruthven, Miss Anne T. Shields, Mrs. Frank J. Stewart, Mrs. William Leland Thompson and Miss Martha C. Vail.

The purpose of this organization is to found and maintain an organized center of coöperation among the women of Troy and vicinity for civic, welfare, educational and social work.

The club was pledged to "stand for the study of all conditions affecting women and children, to forward welfare and hygiene efforts, coöperating with other agencies for the same ends, to support proper legislation, to aid in enforcing law and to initiate new methods of accomplishment. It was also to stand for the development of a true American and democratic spirit of fellowship among women of the city and surrounding country, aiming for individual service that should be broad-minded, unselfish and practical.

Mrs. Reichard was chosen as the first president of the club, which held meetings for two years in the Troy Public Library and at the Y. W. C. A. In May, 1922, a large room at 24 Fourth Street was fitted up for club purposes, and in the same month Mrs. Frank H. Deal became the second president. A Woman's Exchange was started, and under the able efforts of Mrs. Herbert W. Boudey, chairman, was established on a firm basis. The work of the club is carried on along departmental lines with the members devoting their efforts especially to the activities in which they are most interested, including every branch of civic, economic, public health, legislative and fine arts interests. The club maintains membership in the Troy Chamber of Commerce, American Child Hygiene Association, State Federation of Women's Clubs, National Playgrounds and Recreational Association and the Federated Garden Clubs of the State. In April, 1924, Mrs. Guerdon B. Miller was chosen as the third president, and the main object in view from the start, that of possessing its own quarters, was realized in the purchase of the Colwell residence, a spacious three-story and basement building at 29 Second

Street, which after being fitted up with club quarters on the main floor, a tea room in the basement and apartments above, was formally opened October 22, 1924. The growth of the club was quite as phenomenal as the development of its activities, for from twenty-five members it had grown in four years to nearly five hundred. The club was incorporated July 15, 1924.

First Boy Scouts of America—The first Troy Council, Boy Scouts of America, was formed in the fall of 1911, and Troop I, organized at the Troy Central Y. M. C. A., was not only one of the first officially recognized Boy Scout units, but was actually the first uniformed troop in the United States. One of the initial accomplishments of this troop was a hike from Troy to New York. A letter from Troy's mayor to the mayor of New York City was carried on this trip and safely delivered. This one hundred and sixty mile walk enabled people along the Hudson to view for the first time, a fully equipped and uniformed troop of Boy Scouts. It was a hike which proved highly instrumental in putting the Scout movement on the map in this section of the country, and was so successful in arousing inquiries and enthusiasm, that the National Council published photographs of the Troy Unit in the first Scout Manual. It is an interesting fact that the Boy Scout uniform, now so well known throughout the United States, was designed by Charles M. Connolly, of Troy, who in 1911 was active in forming the Troy Council and Troop I. To Mr. Connolly also is credited the designing of the Scout badge and various other marks and insignia now familiar to those of the Scout world. Both uniform and badge were adopted from the English forms.

There are in Rensselaer County twenty-seven Boy Scout troops composed of four hundred and ninety-two Scouts whose training is directed by sixty-six leaders. Troop II with thirty-eight holds the Efficiency Cup awarded for merit in all-around Scoutcraft. Camp Rotary, established at Davitt's Lake, inaugurated its first season in the summer of 1923 with a large number of local Scouts participating in the extensive program of instruction in Scouting. This camp was provided local Scouts by the Troy Rotary Club.

The Troy Council, Boy Scouts of America, is composed of sixty-five prominent Trojans. S. Morris Pike is president; Arthur J. Burch, treasurer, and Otto Swennson, Scout Commissioner. Walter Puphal is Scout Executive for the Rensselaer County District.

City Planning Commission—Troy, following in the footsteps of several of the leading municipalities throughout the country, began in 1921 a thorough investigation of zoning, and how the principles might be applied best in this city. A commission composed of seven prominent citizens was appointed by the mayor in April, 1921. This commission, under the direction of Herbert S. Swan, City Planner for New York City and other municipalities, set about at once to study building and traffic conditions in Troy, and to draw up tentative plans whereby improvements might be made along these lines. In 1923 definite suggestions were outlined by the Commission before the Common Council for regu-

lating future building and relieving traffic congestion, and insuring generally a more healthy, happy, and prosperous Troy. Public hearings were held at the City Hall, and the plans were widely discussed in all sections of the city, with the result that with a few changes they were approved by the Common Council, and zoning became a city ordinance. The city is now divided into residential, business, and light and heavy manfacturing zones with regulations governing each area. All future building must conform to these requirements which, it is believed, will mean the future expansion of Troy along more normal lines of growth. Members of the Planning Commission are C. W. Tillinghast Barker, chairman; Frank B. Twining, Alfred E. Roche, John B. Elgie, Edward F. McCormick, W. C. D. Willson, and Edward W. Loth.

CHAPTER XXII.

SOCIAL SERVICE, CLUBS AND SOCIETIES.

Proportionately Larger Number of Institutions Than in Most Cities—Citizens Contribute About Three-quarters of a Million Annually to Charity—Oldest Orphanage in Model Buildings—Father Havermans Founder of Philanthropies—Homes For the Children and Aged—Salvation Army—Permanent Fresh Air Home—Humane Society's Work—Child Welfare Board a Model—Modern Homes of Young People's Associations—A Real Club For Boys—Social Clubs and Societies—Athletic Organizations—Fraternal Orders—Patriotic Bodies—The Trade Union Movement.

The city of Troy has a proportionately larger number of charitable institutions, providing for a greater number of wards, than any other city of the State, which probably means of the country as well. Practically every form of welfare and social work is represented by organizations, covering the entire scope of charitable endeavor. Mayor Burns pointed out to the State Mayor's Conference that Troy stands unusually high in the proportion of its contributions to charity and all the varied humanitarian purposes. There are fifty-two welfare organizations in the city, outside the religious denominations, and a number of the churches also have special paid social workers who do not confine their ministrations to the members of the parish or congregation, but extend them throughout the territory regardless of religious affiliation. While there has been frequent agitation for a thorough survey of the charities of the community, with a view to eliminating probable duplication of effort and distribution, none has yet been carried out; but Herbert J. Hunn, former President of the Social Workers' Club and Superintendent of the Troy Orphan Asylum, after making a study of local charitable activities, estimated that the citizens of Troy contributed annually from one hundred and fifty thousand to two hundred and fifty thousand dollars for humanitarian purposes, outside of amounts contributed to the churches. The outstanding feature of charitable movements in this city has been the wonderful coöperation existing regardless of class, creed, or the character of the work undertaken, but there has long been apparent a growing need for a thorough coördination of all social welfare endeavors to the end that unjustifiable solicitation and duplication of effort may be eliminated. The advantages of such preliminary coördination became especially evident when the Troy Chamber of Commerce took the initiative in 1924 in calling a meeting of the officers and executives of all charitable and philanthropic organizations to ascertain sentiment on the question of a Community Social Welfare Chest.

High Cost of Troy Charities—While no exact figures on the actual amount expended by the citizens of Troy for philanthropic purposes are available, even the most cursory examination brings out figures which

are remarkable and even startling. As has been stated, it was estimated that from $150,000 to $250,000 would be required in contributions for a Community Chest. Tax exemption is made by the city of upwards of $3,000,000 on property of asylums, hospitals, homes, the almshouse and fraternal organizations, which represents five per cent. of the total assessed property valuation of the city, which is $62,210,000. The city Department of Charities, relief, health contributions and assessable charitable work, to say nothing of such social welfare work as parks, playgrounds, baths, Health Department, city nursing, and milk and food inspection costs, amounts to more than $145,000, while the city pays two-thirds of the county's charitable charges, an amount in excess of $250,000. This gives a total of approximately $750,000 paid yearly by the citizens of Troy for charities, or at least ten dollars for every man, woman and child in the city. An estimated recapitulation of what Trojans pay annually through voluntary contributions and tax assessments for charities and closely associated philanthropies would show the following:

Voluntary contributions, estimated	$200,000
Assessed city charges	145,672
Two-thirds of county charges, paid by city	254,096
Exemption of property of charitable institutions	150,000
Total	$749,768

Among Oldest in Country—Some of the welfare organizations out of which grew institutions still in existence are among the oldest in the country. It is said that the Day Home is the outgrowth of a movement started more than a century ago. The Troy Orphan Asylum as such passed its ninetieth anniversary in December, 1923, but was the direct result of an organization of women formed in 1800. The oldest welfare worker in the city in the point of service is Miss Lucretia R. Redfield, who for more than fifty years has been identified with the cause of organized charity, and served for over forty years as Principal of the Day Home school, which place she resigned August 31, 1914. The late Rev. Peter Havermans, for more than fifty years a Troy pastor, may justly be called "the Father of Catholic charitable institutions in Troy," having been the founder among others of the Troy Hospital, the Troy Catholic Male Orphan Asylum and St. Vincent's Female Orphan Asylum. Captain J. Barrett Mugford, who became associated with the local corps of the Salvation Army when it was organized thirty years ago, contributed much not only to the development of that organization, but to the promotion of welfare work in the city generally. Herbert J. Hunn, Superintendent of the Troy Orphan Asylum since 1913, through long association with institutional work, having previously served as investigator for the State Charities Department, has come to be regarded as an authority on local philanthropies.

Troy Orphan Asylum—The oldest charitable institution in Troy is the Troy Orphan Asylum, and is the outgrowth of the Benevolent Society of Troy, established by fifty-two public-spirited women February 24, 1800, and organized, according to its constitution, to "afford assistance

to indigent women and children in alleviating the distresses of their bodies and (through a school) in cultivating their minds with the rudiments of science and the principles of morality and religion." From this society came the inspiration to establish the Troy Orphan Asylum—one of the oldest homes for children in New York State and a refuge for needy children within a radius of more than one hundred miles. It is unique in being the only institution in Northeastern New York which cares for children from birth to maturity. The action of the fifty-two women aroused much public interest, which later resulted in a meeting of the citizens in the Mayor's Court Room on the evening of October 22, 1833, at which time the constitution of The Troy Association for the Relief of Destitute Children was unanimously adopted and a Board of Trustees elected. Further business of the association was transacted the following day, when the women of the Benevolent Society of Troy were invited to coöperate, the policy of admitting other than orphans was approved, a superintendent employed, and the following officers elected: President, Jacob Merritt; Vice-president, David Buel, Jr.; Secretary, J. Otis Kellogg; and Treasurer, John T. McCoun.

Former Homes—A house on Third Street, north of St. Paul's Church, was rented, February 4, 1834, for $200 per annum. The name of the association was changed, December 17, 1834, to its present one—The Troy Orphan Asylum, and it was incorporated by special act of Legislature April 10, 1835, and has since functioned for the "relief of destitute children." A property fifty-two feet wide, running from Grand Street to Federal Street on the west side of Eighth Street, was purchased May 19, 1835, for $3,500. This second home of the asylum—a plain, three-story wooden building—was remodeled and added to from time to time until it was destroyed during the historic fire of 1862. After the fire the asylum acquired a large brick building on Eighth Street, a little north of the old location, and remained there for a period of thirty-one years. This building later became the original Samaritan Hospital.

Model Institution Buildings—The cornerstone of the main building of the present model asylum property on Spring Avenue was laid with imposing ceremonies May 10, 1892, and was ready for occupancy August 17, 1893. The infirmary, a gift of the late Mrs. William Howard Hart, was erected coincident with the main building. As the needs became pressing, other buildings were erected. These include The Hart Memorial Hospital and Reception Building, again the gift of Mrs. William Howard Hart, erected in 1898; the Superintendent's cottage, 1899; the Tillinghast Memorial Chapel and School, 1901, the gift of the late Mr. and Mrs. Charles W. Tillinghast, Mr. Tillinghast having been President of the Asylum for thirty-four years, over one-third of its history; the Baby House, 1907; the Peterson Memorial Building for Manual Arts, 1911, the gift of the late Mrs. Samuel M. Peterson in memory of her husband, two of the institution's most loyal and generous friends; and the central heating and lighting plant, 1912. Since then large expenditures have been made for alterations and improvements, including the en-

larging and remodeling of the Superintendent's cottage in 1924. The Asylum is located on a farm of 109 acres, given July 2, 1889, by a group of Troy women, the buildings facing on Spring Avenue, below its junction with Pawling Avenue. This group of buildings, fifteen in number, are architecturally among the most beautiful in Troy. Domestic science and manual training in all their branches are taught to the children, and every effort is put forth to make them future useful citizens. It is estimated that more than 10,000 children have been cared for by the institution, the usual number of inmates approximating four hundred. The ninetieth anniversary of the founding was appropriately celebrated in December, 1923. Hobart W. Thompson is President (1924) of the Board of Directors. Herbert J. Hunn was appointed Superintendent July 1, 1913, relinquishing his duties as Special Investigator of Charitable Institutions for the State Charities Department to take the place of Miss Emma A. McChesney, who had resigned on account of ill health after many years of service.

St. Vincent's Female Orphan Asylum, a Catholic home for female orphans, was founded in 1848 by Rev. Peter Havermans, and was first known as St. Mary's Female Orphan Asylum. The institution first occupied rooms set apart for that purpose in the Troy Hospital, and remained there until 1854, when it moved into its new home on the west side of Hill Street between Adams and Washington streets. In 1858 this building was found to be unsuited to the needs of the growing institution, and it was removed to 185 Third Street. The name was changed to the present one in 1865, and in 1866 the buildings at 20 and 22 Liberty Street were purchased and occupied. The Troy Hospital building on the corner of Fifth and Washington streets, the original home, was secured in 1872, and here the asylum was maintained until September 7, 1886, when the present building on the east side of Eighth Street, at People's Avenue, overlooking the center of the city, was occupied. In 1911 the McCarthy Memorial Chapel was erected on the east side of Eighth Street, adjoining the main asylum building on the south, and was the gift of Peter McCarthy in memory of his deceased wife. The memorial, of brick and marble, consists of a chapel, 33x65 feet, providing seating accommodations for three hundred, with a sanctuary at the west front, and adjoining a tower vestry, surmounted by a tower ninety feet in height above the Eighth Street sidewalk. The structure was consecrated and dedicated, May 15, 1911, by the Rt. Rev. T. M. A. Burke, Bishop of Albany, and constitutes a fine example of ecclesiastical architecture, besides supplying a distinct need in the humanitarian work of this charitable organization.

Troy Catholic Male Orphan Asylum—The foundation from which grew the Troy Catholic Male Orphan Asylum was originated December 8, 1850, by Rev. Peter Havermans, the first pastor of St. Mary's Church, who organized many of the Catholic institutions of the city. It was first located in the old St. Mary's Academy at 237 Fourth Street, but was removed in 1854 to a building of its own on the east side of Fifth Avenue

near Washington Street. January 25, 1864, a Board of Trustees was organized under the name of the Troy Catholic Male Orphan Asylum, and soon after that the institution was taken from the charge of the community of St. Joseph's Academy and established as a separate community. The old asylum was destroyed by fire Saturday, May 5, 1866, causing a loss of $20,000. Under the direction of Rev. Brother Cecilian, Director of the Asylum, a mass meeting was held at which a subscription list was begun for the erection of a new building. The cornerstone was laid June 24, 1866, by Rt. Rev. J. J. Conroy, Bishop of Albany, and the building was completed and occupied two years later. In 1885 a gymnasium and school was erected at a cost of $10,000. Rev. Brother Alban, who assumed charge of the institution in 1913, added vocational training to the educational work. In January, 1914, through a gift of James O'Neil, the whole upper level of Carroll's Hill, comprising sixty-five acres, was added to the Asylum property and made possible a marked enlargement of its activities, especially in providing agricultural work for the boys and space for open air athletics and games. Boys between the ages of six and sixteen are cared for at the Asylum. The main building is a large, five-story with basement structure of brick.

The Church Home of the City of Troy—This institution was formed at a meeting of the Brotherhood of St. Barnabas, September 11, 1854, as a result of plans discussed at the August monthly meeting, when Rev. Dr. J. Ireland Tucker read the following resolutions: "*Resolved*, That it is expedient to establish in this city a House of Mercy to be called 'The Church Asylum,' for the relief of the aged, the sick, the infirm and the destitute." November 9, 1854, the Church Asylum was formally opened in a house which had been fitted up for the purpose at 5 Harrison Place, and remained there until June, 1858, when it was removed to 52 Federal Street. The Home was destroyed in the great fire of May 10, 1862, but was immediately rebuilt, and remained at that location until May 1, 1871. Meanwhile, in April, 1863, by act of Legislature, the name of the home was changed to the present one. In 1864 a building site had been purchased on the northeast corner of Broadway and Seventh Avenue for the sum of $4,500, and in 1871-73 a new building was erected at a cost of $24,000. In 1881 a chapel was erected adjoining the Home by the children of Mrs. Caroline E. T. Lane, in her memory. The premises next door to the chapel on the north was a gift to the Home in 1893 of Mrs. Mary E. Hart. Henry C. Lockwood was the first President of the Board of Trustees of the Home, the board being made up of three members from each of the local Episcopal parishes. The Home, an Episcopal institution, is now maintained entirely by a permanent endowment fund. An admission fee of $300 is required of the elderly ladies who desire to become residents. The House Physician, Dr. E. W. Becker, donates his professional services to the resident women, whose number maintains an average of twenty.

Day Home—The Day Home, on Seventh Avenue at Congress Street, is an outgrowth of an early industrial school for poor children, and was

established by a group of benevolent women in November, 1858, in rooms of the Ladies Home Missionary Society in a building formerly occupied by the Congregational Free Church, on the east side of seventh Avenue between Broadway and State Street. The institution was incorporated April 10, 1861, as the Children's Home Society, this being the first incorporation in New York State composed wholly of women, with twenty of them serving as trustees. The Tibbits Mansion, a two-story wooden building on the east side of Seventh Avenue at Congress Street, was purchased May 1, 1861, for the sum of $7,000, and by act of Legislature the name was changed to the Day Home, March 5, 1866. A chapel and school building was erected on the north side of the lot in 1879 by E. Thompson Gale in memory of his son, Alfred DeForest Gale. The average attendance is between one hundred and one hundred and fifty children, representing more than half as many families, and are cared for while their mothers or guardians are at work. The children are instructed in the rudiments of knowledge and handicraft; a health clinic is maintained; and every year a majority of the children are included in the Troy Times Fresh Air Home parties. Miss Lucretia R. Redfield was Principal of the school of the Day Home for more than forty years (1874-1915).

Presbyterian Home Association of the City of Troy was organized in January, 1871, for "the support of the aged and the infirm of the Presbyterian Church of the city of Troy, who are in indigent circumstances." In 1873 a dwelling house was occupied on Fourth Street, where Proctor's Theatre now stands, where the Home was maintained until sold to the Proctor organization in 1903. During the latter year the present home at 92 First Street was purchased. An average of sixteen elderly ladies reside at the Home, which is under the jurisdiction of a Board of Managers consisting of twenty women and an Advisory Committee of ten men. Representation in the membership of the Association from each of the local Presbyterian churches is decided by the Board of Managers. The fiftieth anniversary of the Home was appropriately observed in 1923. Prominent among the founders of the Association in 1871 were John Sherry, J. Lansing Van Schoonhoven, David Cowee, Ezra W. Boughton, Alonzo Alden, Ebenezer Proudfit, Esek Bussey, Samuel Thompson, Henry Tolhurst, and James H. Davis.

Home for Aged Poor—In June, 1873, the Little Sisters of the Poor established themselves in Troy and founded a Home for Aged Poor on Ninth Street, between Hutton and Hoosick streets. A four-story brick building was erected in 1875. For more than half a century the order has pursued its great humanitarian work and has cared for more than 10,000 persons. In June, 1923, during the observance of the Golden Jubilee, Bishop Gibbons of Albany presented to the Little Sisters a strip of land adjoining the Home on the north, twenty-five feet in width and extending back to Tenth Street. The order is under the direction of Sister Marie, Mother Superior.

Martha Memorial House adjoins St. Paul's Episcopal Church on Third Street, and was erected in 1881 by Mr. and Mrs. Joseph W. Fuller in memory of their daughter, Martha W. Fuller. Parish missionary work is carried on, especially among the working women of St. Paul's Parish. Sister Katrine, who was first in charge of the House, the dormitory and the parish work in conjunction with the House, was a member of the Order of the Holy Child Jesus, and had been brought up in the household of Dr. Pusey, the renowned dignitary of the English High Church. She came to St. Paul's Parish from Albany, and through her beneficent work Mr. Fuller became interested and built the House, which was officially opened November 1, 1881. Miss Florence Hamer succeeded Sister Katrine about 1907, and continues the work.

Deborah Powers Home for Old Ladies—In 1882, when Deborah Powers, a Lansingburgh woman who had prospered as manufacturer and banker, reached her ninety-third year she decided to devote a portion of her property to the use of those less fortunate, and to this effect she founded the Deborah Powers Home for Old Ladies. The property, in the north part of Troy, is bounded by Third Avenue, Twenty-third Street and Second Avenue, and was purchased April 10, 1883. The main building is two stories in height, with three-story wings on the north and south. The first inmate was admitted December 20, 1883. Upon the southwest corner of the large lawns on Second Avenue is a cottage, and in 1892 a two-story brick building, fronting east, south of the Home proper, was purchased and converted into flats. The comfortably furnished, well-heated buildings, the spacious lawns and quiet neighborhood, contrive toward making it an ideal Home. The home is adequately endowed, and for some years was under the direction of Mrs. Powers' sons, Albert E. and Nathaniel B. Powers.

Mount Magdalen School of Industry and Reformatory of the Good Shepherd was founded in 1884 under the general law relating to institutions of this kind, and in 1902 the Legislature passed a special act regulating the legal side of the institution. The Reformatory, a large five-story brick building, is set among spacious gardens, facing on Peoples Avenue, east of Eleventh Street, and was erected in 1886-87. Only girls or young women are admitted, and these are of three types: those received by judicial commitment, from parents or guardians, or upon their own applications. The institution is under the supervision of, and is conducted by, the Religious of the Good Shepherd. An adjunct to the institution, likewise under the control of the Order, is incorporated under the name of the

Guardian Angel Home and Industrial School—The specific purpose of this juvenile department, according to the Corporation Act, is: "A Home and Industrial School for female children abandoned, neglected, delinquent, dependent, or without proper guardianship, and exposed to moral danger through evil surroundings. Ages, seven to sixteen." This institution, though conducted by The Religious of the Good Shepherd and governed by five of the Sisters constituting a Board of Managers, is

separated from the administration building by a space of three hundred feet. The entrance to the home is on Peoples Avenue at Eleventh Street. The Home, founded in September, 1908, under the general law affecting homes for children, is housed in a modern, well-equipped, five-story brick structure on Peoples Avenue, erected in 1910-11.

Salvation Army—The work in Troy of this well-known universal organization was first started in 1886, when two workers were sent here and for a short time carried on a successful endeavor. The mission ceased for a short period, but in the summer of 1894 and through the influence of William Sleicher, Jr., and Harvey S. McLeod, the Salvation Army Headquarters in New York ordered Captain J. Barrett Mugford to leave his work in Watertown and proceed to Troy to affect a reorganization. Captain Mugford secured a hall at the corner of River Street and Bridge Avenue, from where he carried on the work until 1896, at which time he was recalled to the New York territory. During this latter year William H. Rowe had become so interested in the work that he offered to build a Salvation Army Temple at 25 King Street. The brick structure was completed and occupied in 1897, and in 1911, again through the influence of Mr. Sleicher and Mr. McLeod, Captain Mugford was returned to the Troy territory. During his second administration the captain remodeled the Temple considerably. He remained in charge until 1920, and is now attached to the Albany Headquarters. The work of the local Salvation Army contingent is of great help to the poor and needy of Troy, the Army's annual Christmas dinner being one of the outstanding evidences of their charitable endeavors. In contrast to the esteem with which the work of the Salvation Army is regarded locally, and especially since its remarkable service overseas during the World War, may be cited an instance which occurred Sunday, August 2, 1896, when Captain Trevitt was arrested by the police for violating the Sabbath by beating a drum in the street.

Mohawk and Hudson River Humane Society—To fill an urgent need this society was organized in the spring of 1887 as a branch of the Albany County Society for the Prevention of Cruelty to Children. Two years later the present name was adopted in order that the work might not be confined to the County of Albany, and that suffering animals might also receive protection. In 1897, through the generosity of the people of Troy the Society was enabled to establish itself in this city. A building was provided by William H. Rowe for the purposes of the Society at a cost of about $50,000, known as the Lucy A. Wood Rowe Memorial Building, located at 79 Fourth Street. During the Society's existence more than 200,000 children and animals have been sheltered and cared for. The Humane Society, as it is commonly called, was the first anti-cruelty society in New York State legally to combine the enforcement of anti-cruelty laws for both children and animals in one corporate body, the incorporation taking place in 1894 by special act of Legislature. The work of the Society for the Prevention of Cruelty to Children and the Society for the Prevention of Cruelty to Animals, combined under the

name of the Mohawk and Hudson River Humane Society, is too well known to need further comment. Its steady growth and the ever-broadening scope of its work testify to its great usefulness. A street drinking trough for animals was erected by the Society at Columbus Square in the spring of 1906.

Troy Times Fresh Air Home—One of the accomplishments of the Troy "Times," of which it can be justly proud is the establishment and management of The Troy Times Fresh Air Fund, out of which grew the present Troy Times Fresh Air Home at Grafton. The "Times" started the fund in the torrid summer of 1887 by its own subscription and appeal to the people of Troy and vicinity for help in an effort to give as many children as possible, who could not otherwise have it, an outing in the country to fortify themselves against the enervating effects of the long summer heat. At first the children were sent into the country by the fund and quartered at farm houses in Northern New York, Vermont and Western Massachusetts. This plan was found too complicated and unsatisfactory, and did not produce the best results, even though there were found many who were most kindly disposed toward the children they cared for. So in 1889 a property was leased at White Creek, Washington County, which became known as the Fresh Air Haven, and the children sent out from Troy were domiciled there and cared for by the owners and attendants. The accommodations were enlarged and improved from year to year until one hundred children could be provided for at a time, but the idea of having its own permanent home when conditions made it possible was ever uppermost in the minds of the publisher and the managers. A similar Haven was later obtained near Petersburgh, Rensselaer County. In 1908, through the generosity of thirty philanthropic citizens, a fund of $3,000 was raised for the purchase of a permanent home. A farm of fifty acres in the town of Grafton, two miles east of Grafton Center and sixteen miles from Troy, was purchased, and the large farm house converted into a commodious and attractive summer home. The location is ideal, on one of the highest points of land in the county and commanding a sweeping view of the Petersburgh Valley, the Taconic Range, the Berkshires of Massachusetts and the Green Mountains of Vermont. Pure springs, a creek, pine groves, broad meadows and gardens insure the health of the children. The Home was opened July 6, 1909, with the arrival of the first party of sixty children, under the care of Miss Lucretia R. Redfield and Miss Ida M. Lewis. During the first summer at the new Home two hundred and forty-nine children were cared for, the Home being formally dedicated July 29, 1909. For efficiency and permanency the Troy Times Fresh Air Fund became an incorporated body in 1909, and January 30 of that year the first officers were chosen as follows: President, Charles S. Francis; Vice-President, John M. Francis; Secretary, Miss Joanna T. D. Willett; Treasurer, William H. Anderson; and Directors, William H. Anderson, John M. Francis, Charles S. Francis, Miss Lucretia R. Redfield, and Miss Joanna T. D. Willett. The object of the Fund was set forth as follows: "The object of the Troy Times Fresh Air Fund is to

furnish children of poor parents residing in the city of Troy and vicinity, irrespective of race or creed, summer vacations in healthful out-of-door surroundings." A pretty little hospital, the gift of Mrs. Leonard H. Giles, a spring house and a playground pavilion were soon erected. In 1914, an attractive building for the boys' dormitory was added to the group of buildings, and was the gift of Mrs. Edwin A. Frear, of Troy, in memory of her son, Titus Eddy Frear. The walls of the building and the columns of the spacious porch are made entirely of field stone gathered on the premises. The present Troy Times Fresh Air Home is one of the most splendidly equipped, located and managed charitable institutions of its kind in the country. More than ten thousand children have been given a two weeks' outing in the country since the fund was started.

St. Joseph's Infant Home was founded in September, 1898, and has devoted itself to the care of homeless infants. In September, 1923, the Twenty-fifth Anniversary of the Home, tag days were held to raise funds to wipe out the $40,000 debt on the institution. The Home is located at Thompson and Mill streets, and is under the direction of the Sisters of St. Joseph, who maintain six houses in Troy: St. Joseph's Seminary, the Provincial House and Novitiate; the Maternity Hospital, formerly the convent on Fourth Street at Jackson; houses at St. Peter's and St. Augustine's Academies; Loretta Convent at Glenmore; and the Infant Home, which also occupies the original Maternity Hospital building.

Bethesda Home is a charitable institution for the care of homeless and friendless girls and women, and is maintained by philanthropic citizens of Troy and vicinity. It was organized in April, 1901, and until 1909 was located in Lansingburgh. In November of that year, the three-story brick building at Third Avenue and Eighteenth Street, Watervliet, was purchased and occupied to meet the constantly increasing demands. In November, 1920, a building was purchased at 504 Second Avenue, Lansingburgh, and immediately occupied, the property in Watervliet being disposed of. The average number of beneficiaries is twenty-nine. The work, though carried on quietly and unostentatiously, is one of the very effective philanthropic projects instituted and carried on by Troy women, the Home being supported almost entirely by free-will offerings. For the first ten years of the Society's career, Mrs. John Leggett served as President.

Seton Home For Working Girls—July 2, 1901, the Seton Home For Working Girls was organized for the purpose set forth in the name. The Home occupies the original northern Vanderheyden house, which for many years was the residence of Jacob I. Vanderheyden, east of River Street and north of Hoosick Street. An addition to the Home was built in 1907. It is under the management of the Sisters of Charity, Sister De Sales being the Superintendent. Twenty girls, on an average, benefit by living at the Home, the Sisters also having charge of the Seton Day Nursery. The nursery is an attractive marble and terra cotta three-story building on Fifth Avenue, just north of Hoosick Street, presented to Seton Home as a day nursery by Peter McCarthy and equipped by Mr.

and Mrs. J. Wright Gardner. It was formally opened May 1, 1914, by Mgr. John Walsh of St. Peter's Roman Catholic Church. The new building, which took the place of the old two-story frame day nursery in use for seven years, consists of three stories and basement with all modern conveniences. On account of the number of mothers employed in the collar shops of Troy the day nursery in this district fills an especial need.

Rensselaer County Child Welfare Board—For many years there had been a growing conviction in the minds of many forward-looking citizens that the retention of home conditions in bringing up children was more desirable than any institutional work no matter how well conducted. Accordingly when Chapter 228 of the laws of 1915 was passed for the purpose of enabling needy mothers to keep their children in their own homes and bring them up as good citizens, Rensselaer County was one of the first to take advantage of its provisions. Under the enactment the County Judge was authorized to appoint a County Child Welfare Board of seven members, of which the Superintendent of the Poor should be one, and Judge Michael A. Tierney named the following on August 25, 1915: Gerald B. Fitzgerald, Mrs. I. Burke Surdam, Sr., Mrs. Horace Rescott, Mrs. Phoebe A. C. Stewart, Mrs. Joseph McQuide, and William D. O'Brien, with Harry W. Sheldon, Superintendent of the Poor. On the death of Mr. O'Brien in March, 1918, William H. Anderson was appointed to succeed him. Mrs. Joseph McQuide resigned July 2, 1919, and Mrs. Leonard H. Giles, who was designated in her place, resigned July 27, 1923. Mrs. William H. Van Every was appointed in place of the latter. When the Board organized September 2, 1915, Miss Mary F. Colton was named Secretary, and John T. Fagan Investigator, and they have continued in their respective positions since. Mothers and children are assisted to meet their needs, both financially and otherwise, and during 1924 more than four hundred and ninety children were thus cared for in their own homes. The efficiency of this work in Rensselaer County has attracted favorable attention throughout the State and it is frequently taken as a model in organizing similar boards elsewhere.

Babies' Milk Station—The Babies' Milk Station was established in the summer of 1911 by Miss Mary H. Dyer, at 2 Hill Street, with Dr. Crawford R. Green as examining physician, originally as a branch of the work of the Troy Tuberculosis Relief Committee. Miss Dyer and nurses, supplied by the Instructive District Nursing Association, prepared the babies' food and visited cases when necessary in the homes. This philanthropic work educates mothers in the proper feeding of infants and also provides pure and carefully prepared food. The care and hygiene of children is also taught apart from their feeding, although the station is in no sense a medical clinic. The station is now located at 71 Adams Street.

The United Hebrew Charity Organization of Troy—Fifty prominent Hebrews of Troy held a meeting August 1, 1923, in the rooms of the

Young Men's Hebrew Association and organized the United Hebrew Charity Organization of Troy. The purpose of the Society is to raise a quota each year to be distributed among the various Jewish charities in Troy and other places according to the strength of the various organizations. The object of the Society is to better and to facilitate the distribution of charity among the needy. About $12,000 is raised for these purposes each year. The first officers were: President, Jacob Weinstein; Vice-President, Bernard Levey; Secretary, William Lippman; and Treasurer, David Lipsky. A Hebrew school was organized under the auspices of this society and is conducted in the Y. M. H. A. building at 87 First Street.

Young Men's Christian Association—Troy was among the very first cities of the country to establish a Young Men's Christian Association, the local organization being established about 1855. After about twelve years of religious service to the community it became extinct and was not revived for nearly thirty years. In January, 1895, during an evangelistic campaign conducted by Rev. J. Wilbur Chapman among the Protestant churches of Troy, the matter was again brought up and heartily endorsed. Several meetings were held in the Chapel of the Second Presbyterian Church with the result that the names of 1,200 members were obtained. A certificate of incorporation was filed March 17, 1895, with the following officers and directors: President, Robert Cluett; Vice-President, William F. Gurley; Directors, Robert Cluett, William H. Rowe, Jr., William C. Geer, William F. Gurley, John H. Tupper, Daniel Klock, Jr., Henry G. Peirsons, William H. Doughty, Henry S. Darby, Henry S. Ludlow, Arthur G. Sherry, John H. Peck, Fred H. Cluett, W. Nelson Ells, Edward W. Greenman, Howard S. Kennedy, Joseph A. Leggett, Don C. Woodcock, Frank H. Knox, Carroll L. Maxcy, William H. Hollister, Jr. Robert Cluett was president for twenty years, and six of the directors were also in service for twenty years. Charles W. Dietrich, the first Secretary, served seven years. In September, 1895, the Association secured five rooms in the old Athenaeum Building at 10 First Street, in what is now the Boys' Department, and in 1897 the building was purchased, reconstructed and refurnished at a cost of $75,000. In 1905 the property immediately adjoining on the North were purchased by President Cluett, who thereon erected the present magnificent structure, which he presented, completely furnished to the Association. The educational, vocational, physical and spiritual work are carried on by the Association, under the triangular purpose of its motto: "Spirit, Mind and Body." The membership in November, 1924, was 2,200.

The Railroad Y. M. C. A. had a very small beginning in December, 1880, when a few earnest railroad men organized and were given the use of a little coal office at the east side of the tracks on Broadway. They made use of their crude quarters as a meeting place and reading room until, with the aid of the railroad companies and friends provided funds for the erection of the two-story and basement building on Broadway east of the first site in 1882. The building provides reading and game

rooms, gymnasium, bowling alleys and dormitories on the upper floor. H. R. Bolles has been Secretary since April, 1907.

Lansingburgh Y. M. C. A. was formed in October, 1886, and was incorporated October 10 in the following year. After leasing quarters during its first decade, the present Association building on Second Avenue, between 116th and 117th streets, was purchased in 1898, and remodeled to the uses of the organization.

Young Women's Christian Association—It was through the suggestion of Rev. Washington Frothingham, "The Hermit of New York," that the Young Women's Association was organized in Troy. It was while the well-known "Hermit" was serving as the New York correspondent of the Troy "Times" that an article advocating the establishment of a free reading room for young women, brought about the movement which led to its organization in January, 1883. Rooms were occupied in the Keenan Building until 1884, when the upper floors of the Manufacturers' Bank building were rented. In April, 1888, the three-story brick building at 43 Fourth Street was purchased and fitted for the institution, which had as its purpose "the amelioration of the condition and the promotion of the interests of such young women as desire a proper and convenient place to pass leisure hours and to improve themselves by attending evening courses of instruction and by reading books provided for them there." Instruction was given in spelling, penmanship, arithmetic, grammar, gymnastics, elocution, English, music, millinery, dressmaking and embroidery. The erection of the four-story and basement structure of granite and sandstone on the second lot north of the northwest corner of Second and State streets was assured by the generous subscriptions made by the citizens of Troy, and was dedicated and opened in March, 1892. In 1915 the Young Women's Christian Association was established in Troy, which, after considerable agitation, absorbed the Young Women's Association. The Paine, Price and Buel properties at the southwest corner of State and First streets, extending west to the alley, were purchased and the present five-story brick structure, complete in all its appointments, with gymnasium, swimming pool and restaurant, was erected thereon in 1916-17 by Robert Cluett and F. F. Peabody. The building was then completely furnished by Mrs. George B. Cluett, the first President, and presented to the Association.

St. Peter's Lyceum—One of the oldest men's social and athletic clubs organized in any of the churches of the city to have its own club building was St. Peter's Lyceum, which was formed in the fall of 1885 and which still holds a prominent place among the young men's clubs of the city. The Lyceum was organized by Rev. Father Shaw, a missionary priest who was then conducting a mission in St. Peter's Church, and started with a membership of sixty-five, and there has been a constant membership of several hundred ever since. The two-story brick building at the northwest corner of Fifth Avenue and Hutton Street was remodeled for the use of the Lyceum. This building was wrecked by fire on Election night in November, 1899, and during the period of its restor-

ation temporary quarters were secured in the old Fulton Market at River and Fulton streets. When rebuilt an additional story was erected and the building was arranged with an assembly hall on the first floor, club rooms on the second and a gymnasium on the third. Many leading athletes have represented the club, and its basketball team for a number of years held the local championship.

St. Joseph's Club—This parish organization in the southern section of the city had a very humble beginning, when in 1892 the pastor of St. Joseph's Church, Rev. George E. Quinn, S. J., opened quarters in the basement of St. Joseph's school for a social and athletic organization of the young men of his parish. The young men spent many laborious hours in making the cramped club rooms habitable, but the excellent results accomplished inspired a generous friend to donate the sum with which a fine parish hall and club rooms were erected in 1897 on Fourth Street just above Jackson. The club quarters include a gymnasium, bowling alleys and shower baths in the basement, game and social rooms and library on the main floor, and a spacious hall with stage on the second floor, the latter being the scene of many political, civic and social gatherings. The club has been represented by baseball, basketball, bowling and other athletic teams which have figured prominently in the sports of the city, while several of its members have won conspicuous places in the professional athletic world.

Troy Boys' Club—In the well-equipped five-story building of the Boys' Club on State Street, at Union Street, is a bronze tablet which reads: "This Building with its equipment is presented to the Troy Boys' Club by George B. Cluett, in the earnest hope that the boys of the City of Troy of every creed and nationality whose privilege it may be to enjoy the advantages of this institution may become better boys physically, mentally, and morally, therefore better citizens. October 1, 1911." It is essentially a club for poor boys, and here more than 500 of them take part in more than forty different weekly activities, including gymnasium and educational classes, manual training, practical talks, games and entertainment. Charles H. Woodhall served as Superintendent of the club nearly ten years. In 1924 the club was given a camp site of seventy-five acres in the town of Grafton on Hayner Pond. Upon this splendid gift the old camp site at Kendall Pond, Berlin, which had been used for many summers, was abandoned. A Board of Directors supervises the club and its activities, and is assisted by a Woman's Auxiliary. The Troy Boys' Club grew from a very small beginning made by Frank G. Simmons in 1899, with the coöperation of a few Troy business men, for the purpose of aiding unfavored boys. A small room was first secured in the old Boardman building where Mr. Simmons, who had been Supervising Superintendent of the Schenectady Boys' Club, struggled against many difficulties to help the boys who at first were none too appreciative of his efforts. Henry Wheeler, the President of the Union Bank, was the first President of the club, and with his fellow officers gave it unstinted encouragement. In 1904 Harvey S. McLeod, Vice-president,

remodeled and fitted up two upper floors of his building at 311 River Street. By 1906 the club had a membership of 857 boys, and several vocational classes, beside gymnasium work, were regularly conducted. The effective work of the club in aid of the boy of the streets attracted wide attention, and in 1911 Mr. Cluett fulfilled its long desired object by providing the club with a fully equipped building of its own.

Y. M. H. A. and Y. W. H. A.—An organization of the young Hebrews of the city was formed in 1912 and was incorporated the following year under the name of the Young Men's Hebrew Association, occupying club rooms at 10 State Street. In 1915 the growth of the organization made larger quarters necessary and rooms were secured in the Young building at Congress and First streets. After several years of agitation the object of the club to have adequate quarters of its own was realized in 1917 in the purchase of the residence at 87 First Street, which was fitted up into suitable club quarters. At that time rooms were set aside in the building for the Young Women's Hebrew Association. Without adequate quarters for athletic training the club has nevertheless been represented by a number of efficient athletic teams, and a movement has been on foot for the last few years to erect a gymnasium in connection with the building. The club house has become a community center for all the Jewish societies, and in 1924 a Hebrew School was opened under the patronage of the United Hebrew Charity Organization.

CLUBS AND SOCIETIES.

The Troy Club was incorporated November 27, 1867, by a group of influential and wealthy citizens, who on December 14 purchased the large three-story brick house on the northwest corner of Congress and Second streets, and, after it had been fitted with the appointments of a modern club house, occupied it on January 20 following. The first Board of Managers was Jonas C. Heartt, John A. Griswold, D. Thomas Vail, E. Thompson Gale, Joseph M. Warren, George H. Cramer, Uri Gilbert, William F. Burden, Joseph W. Fuller, Samuel M. Vail, John Hobart Warren, Miles Beach, Moses C. Green, G. Parish Ogden, and William A. Shepard. The members soon determined that a building better adapted to club purposes was desirable, and accordingly July 12, 1887, purchased the property at the southwest corner of Congress and First streets, upon which a handsome club building of Long Meadow sandstone in Romanesque architecture was erected and occupied November 29, 1888. Colonel Walter B. Warren, who was elected President of the club in that year, served in that office for twenty-eight years. Maintaining its position as one of the foremost men's clubs of Northern New York in one of the finest and most completely equipped modern city club buildings in the State outside the metropolis, during the next three decades, a movement was advanced in 1918 for its consolidation with its younger rival, the Pafraets Dael Club, which finally was put into effect January 1, 1919, with C. W. Tillinghast Barker as first President of the reorganized body. The consolidated club was first known as the Union Club of Troy, but in the following year the older name, Troy Club, was

reverted to. The younger club was organized in the fall of 1885 by C. Whitney Tillinghast, 2d., and Captain O. E. Michaelas, then stationed at the Watervliet Arsenal. A meeting called by the founders was held at the home of S. Alexander Orr, 25 Second Street, the others present being George B. Pattison, Edward S. Van Zile, Frederick F. Buell, A. W. Harrington, Jr., and Joseph H. Harrington. Organization was finally perfected at a gathering of a large number of prospective members at the old Troy House, when Mr. Tillinghast was chosen President, and the club took the name, the Mohawk Club of Troy. Quarters at 270 River Street were opened with an elaborate reception January 1, 1886. The club moved May 1, 1887, to the old Stackpole residence, 5 Park Place, and as it was found when incorporation was sought that there was already a Mohawk Club in another part of the State, at the suggestion of Arthur James Weise, the historian, the first name of the site of Troy, Pafraets Dael ("Lazy Man's Paradise"), was taken. Next the club moved, May 1, 1893, to the former Nathan Warren homestead at the southwest corner of Broadway and Third Street, an old dwelling of the Dutch type which is now occupied by the Troy Trust Company. There the club remained until May, 1904, when the Elias Plum residence at 57 Second Street was purchased and remodeled into an attractive club home. From its inception A. W. Harrington, Jr., the first Treasurer, decorated yearly a page in the New Year's midnight roll book, which became a unique record. With the consolidation of the two clubs a stronger organization resulted, in which are represented men foremost in the social and business life of the city.

Other Social Organizations—The number of social organizations, societies and clubs in the city are legion, the names of which in most instance denote the character of their purposes. One of the largest organization is the Troy Automobile Club, which promotes the interests of automobile owners, especially in the matter of legislation, assists in good road movements, under the Presidency of Frank M. Baucus, and has marked the highways throughout the county and vicinity. The Rensselaer County Republican Club maintains an adequately equipped building at 26 Fourth Street, and since the extension of the franchise to women voters, both the Republican and Democratic Women's Clubs have maintained quarters. The Trojan Rod and Gun Club has rooms on Sixth Avenue above Ingalls Avenue; the Rensselaer County Conservation Club on Mill Street, and the North End Rod and Gun Club in Lansingburgh. The Laureate Boat Club, which has a club house and athletic field at the foot of Glen Avenue, was organized June 19, 1866, and during its long career has produced a number of famous oarsmen as well as football, baseball and tennis teams, beside individual athletes, whose records stand high in the annals of sport. The Troy Driving Club was organized in June, 1920, and maintains a club house and driving course on the Brunswick road just outside the city where foregather lovers of fine horses, the present day successors of that group of sportsmen, including many prominent in the business and professional life of the city, who loved a "brush" of a sunny winter afternoon on the avenue in the days

before speedy horses were driven from that thoroughfare by the advent of the automobile, and when Rensselaer Park was the scene of spirited racing meets. The Troy Motor Boat and Canoe Club has a boathouse at the foot of One Hundred and Twenty-second Street, and during the summer months the members mingle their craft with the host of small boats, canoes, yachts and power boats which invest the upper reaches of the Hudson for two or three miles above the Federal Dam. The Van Schaick Island Country Club, although located across the river from the city on the historic old Van Schaick mansion grounds, has always been considered a Troy organization. Organized as the Island Golf Club in the spring of 1899 with John Clatworthy of Troy as its first President, this club maintains an attractive club house and well-kept golf links. For more than a quarter of a century the Riverside Club has occupied its well-appointed club house on Second Avenue near the Troy and Waterford Bridge, where its social affairs and bowling alleys draw a select coterie of members. Among the older clubs is the Highland Club, which has been active through three decades and maintains rooms at Highland and Brunswick avenues. Troy Council, United Commercial Travelers of America, is the successor of the Commercial Travelers' Association of Troy, which for many years played a prominent part in promoting the civic and commercial welfare of the city. It was the outgrowth of Post D, Commercial Travelers, which was formed in 1882.

FRATERNAL ORDERS.

Free and Accepted Masons—The Masonic organization is the oldest fraternal body in Rensselaer County, Hiram Lodge, No. 35, having been instituted in Lansingburgh in 1787. June 16, 1796 Apollo Lodge, No. 49, was formed in Troy by some of the most prominent men of the village, among their number being John Bird, John Woodworth, Howard Moulton, Benjamin Gorton, and Dr. Samuel Gale. Jacob D. Vanderheyden was the first initiate, and the first Masonic funeral was that of Dr. Gale, whose death occurred in 1799. The first lodge rooms were in Moulton's Coffee House, on Second Street, but in 1799 removal was made to rooms in the inn of Jonas Morgan at the southeast corner of Third and Elbow (Fulton) streets. The lodge remained there until 1824, at which time it secured rooms on the fourth floor of the Troy House, holding meetings there during all the anti-Masonic agitation. The fire of June 20, 1820, destroyed the majority of record books and papers of the lodge. Apollo Lodge took a leading part in the entertainment of Marquis de Lafayette during his visit to Troy in 1824. Lafayette, an enthusiastic member of the Masonic Order, was entertained in the lodge rooms. In 1835 rooms in the Mansion House were leased, and in 1836 quarters at 1 Washington Square, formerly occupied by the Troy Citizens' Corps, were obtained. The anti-Masonic excitement having subsided, Free Masonry in Troy experienced a revival, and so great was the number of initiates that removal to more commodious quarters was again necessary, this time to the Prescott Building, 279 River Street. In 1853, for the same reason, the lodge occupied larger rooms in the Mutual Bank Building at the corner of First and State streets, where it remained until

1872, when it moved into its newly-completed Masonic Temple, erected on the west side of Third Street between Broadway and Fulton Street, at a cost of $100,000. This edifice housed the various Masonic bodies of Troy until it was destroyed by fire February 4, 1924. Plans were immediately begun for a new Temple, and the Henrietta Cramer property, which adjoins the Masonic property on the south, was purchased to give ample building space for the larger Temple. In the interim rooms in the old Rensselaer Polytechnic Institute gymnasium on Broadway were occupied. A campaign for a building fund of one million dollars was launched in November, 1924. The building, when erected upon the site of the old Temple, will be seven stories in height and of dignified Italian Romanesque design, and will house all the local Masonic bodies. An auditorium seating 3,000 persons will be a feature of this modern Temple, which will also include stores on the ground floor and three floors of offices.

At the renumbering of the lodges of the State in 1839, to obtain chronological sequence, Apollo was given the number 13. During the early years Apollo Lodge contributed greatly to the maintenance of the public schools. In 1896 the Centennial of the lodge was appropriately observed. Other city and county lodges of Symbolic Masonry are as follows: King Solomon's Primitive Lodge, No. 91, chartered June 4, 1842, instituted August 11, 1842; Mount Zion Lodge, No. 311, chartered June 13, 1853, instituted July 11, 1853; Phoenix Lodge, No. 58 (Lansingburgh), successor of Hiram Lodge, chartered June 23, 1823, re-chartered June 14, 1838; Jerusalem Lodge, No. 355 (Lansingburgh), chartered June 14, 1854; Greenbush Lodge, No. 337, instituted February 20, 1854; Van Rensselaer Lodge, No. 400 (Hoosick Falls), offspring of Federal Lodge, No. 33, instituted February 26, 1856, incorporated in 1876; Homer Lodge, No. 76 (Schaghticoke), organized June 3, 1799, the charter being signed by President John Adams, charter forfeited in 1847; Victor Lodge, No. 680 (Schaghticoke), organized November 13, 1867; Sunnyside Lodge, No. 731 (Castleton), a branch of the old Schodack Union Lodge, No. 87, organized December 17, 1872; Star Lodge, No. 670 (Petersburgh), probably formed coincident with Hiram Lodge of Lansingburgh, charter revoked after Revolutionary War, another charter secured and later recalled, and the present charter granted in July, 1868; Patriot Lodge, No. 39 (Pittstown), organized prior to 1795, ceased to exist about 1806; Yates Lodge of Ancient York Masons (Schodack), organized under dispensation of Governor De Witt Clinton (then Grand Master of State), in 1808, ceased to exist in 1831; Schodack Union Lodge, No. 87, organized about 1841; Gratitude Lodge, No. 674, organized as Nassau Lodge in 1867.

The local bodies of Capitular Masonry are: Apollo Chapter, No. 48, Royal Arch Masons; Phoenix Chapter, No. 133, Royal Arch Masons (Lansingburgh), established by dispensation from Grand Lodge, November 22, 1849, charter granted February 5, 1850; Greenbush Chapter, No. 274, Royal Arch Masons, instituted May 5, 1875, chartered February 3, 1876, and incorporated August 22, 1894; Raymond Chapter, No. 248,

Royal Arch Masons, connected with Van Rensselaer Lodge, of Hoosick Falls, the dispensation being granted and the lodge chartered February 8, 1871, renewed June 18, 1871.

The Ancient Accepted Scottish Rite bodies, under the jurisdiction of the Supreme Council for the northern jurisdiction of the United States, are: Delta Lodge of Perfection (Ineffable Degrees, 4°-14°), organized in 1870; Delta Council, Princes of Jerusalem (Ancient, Historical and Traditional grades, 15° and 16°); Delta Chapter, Rose Croix (Philosophical, Doctrinal and Chivalric grades, 17° and 18°). Additional Ancient Accepted Scottish Rite degrees are obtained in the Albany Sovereign Consistory, Sublime Princes of the Royal Secret (19°-32°).

Cryptic Masonry is locally represented by Bloss Council, No. 14, Royal and Select Masters, which was organized November 23, 1859; and Oriental Temple, Ancient Arabic Order of Nobles of the Mystic Shrine, was instituted February 7, 1877, and incorporated January 4, 1898. Chivalric Masonry is represented by Apollo Commandery, No. 15, Knights Templar, and was instituted by dispensation as Apollo Encampment, August 12, 1839, the first Commander being Sir Thomas T. Wells. The Commandery was chartered June 4, 1841, and incorporated March 30, 1871. The well known Apollo Drill Corps, a part of Apollo Commandery, was reorganized April 15, 1881. The Mystic Order of the Veiled Prophets of the Enchanted Realm is represented by Iran Grotto, No. 14, the dispensation being granted at Glens Falls, New York, April 13, 1904; charter granted Glens Falls October 11, 1904; charter transferred to Troy May 2, 1917.

The local bodies of Androgynous Masonry are: Bethlehem Star Chapter, No. 167, Order of the Eastern Star; Apollo Court, No. 5, Royal and Exalted Degree of the Amaranth; Palestine Chapter, U. D., Order of the Eastern Star (Lansingburgh), organized December 8, 1902. The Lansingburgh Masonic Temple, under the supervision of the Lansingburgh Masonic Temple Association, Inc., a three and four-story building at 607 Second Avenue, Upper Troy, was erected in 1902-03, and is used by the several Masonic organizations of Upper Troy. The Masonic Hall Association, successor to the General Room Committee, was incorporated February 15, 1871, with a capital stock of $75,000. The Troy Masonic Club was organized December 8, 1904, and occupied club rooms in the Masonic Temple on Third Street. On its fourth anniversary the membership had reached five hundred. The fire of February 4, 1924, destroyed the valuable furnishings, paintings and equipment of the club rooms, as it did also those of all the Masonic organizations housed in the Temple. The Masonic Library Association was organized in 1866, and its library of more than two thousand volumes was also destroyed in the fire. The Masonic Board of Relief is made up of representatives from the local Masonic bodies, and with all the other organizations of the locality will occupy quarters in the new million-dollar temple upon its completion.

Troy Masonry has been honored by the elevation of several of its members to the highest offices in the order. John D. Willard served as

Grand Master of the Grand Lodge. Arthur MacArthur and Frederick W. Sim became Grand Commander of the Grand Commandery, Knights Templar, Colonel MacArthur also being elevated to the office of Grand Master of the Grand Encampment of Knights Templar of the United States. John P. Deal was chosen Grand Master of the Grand Council of Royal and Select Masters. Marshall F. Hemingway arose to the position of Grand High Priest of the Grand Chapter of Royal Arch Masons.

Independent Order of Odd Fellows—Odd Fellowship had its inception in Troy in 1839, when Trojan Lodge, No. 27, was chartered November 11 of that year. For many years the order had a temple on River Street, south of Fulton, which was destroyed by fire in 1918. A new home was at once purchased at 81 Fourth Street, where all the local lodges have their respective headquarters. Troy Encampment, No. 3, was chartered December 6, 1841, and organized December 25 of the same year. The next was Star Lodge, No. 29 (Lansingburgh), which was active until 1861, when it was forced to surrender its charter due to the fact that the majority of its members were fighting in the Union forces. The Hudson Valley Lodge, No. 347, was the successor of Star Lodge, and was chartered February 5, 1873, and first met at 265 State Street (Second Avenue), in what is now the McMurray building. In 1909 a building site was purchased on One Hundred and Twelfth Street, between Fourth and Fifth avenues, and during the same year a $20,000 Odd Fellows Hall was erected. The Lansingburgh Rebekah Lodge, No. 454, functions in conjunction with this lodge. Other lodges are: Rensselaer Lodge, No. 53, chartered June 1, 1841; Rensselaer Degree Lodge, No. 7, organized November 4, 1841; Athenian Lodge, No. 96, chartered January 19, 1847; Rhein Lodge, No. 248 (German), organized August 18, 1870; Diamond Rock Lodge, No. 564 (Lansingburgh); Funeral Aid Association, organized June 21, 1868; Triumph Rebecca Lodge, chartered March 20, 1872; and Bethlehem Rebekah Degree Lodge, No. 50, chartered February 25, 1874. In April, 1923, a movement was started for a merger of three of the local bodies, whereby Trojan Lodge, No. 27, would absorb Troy Encampment, No. 3, and Rensselaer Lodge, No. 53. Albia Lodge, No. 868, was instituted November 29, 1903, and in 1904 purchased the Pawling Avenue Methodist Church building, which was remodeled to meet the needs of the lodge.

Benevolent and Protective Order of Elks—Troy Lodge, No. 141, B. P. O. E., was organized October 20, 1889, and for a number of years occupied rooms on River Street north of Fulton Street. Early in 1905 the four-story brick and brownstone building at 39 Third Street was purchased and entirely remodeled, being fitted with bowling alleys, restaurant and grill, club rooms and all the appointments of a complete Elks' Club, beside the customary lodge rooms on the upper floor. The club soon included within its membership leaders in the official, political and business life of the city, and became an important social headquarters. Aside from its fraternal and lodge work the club has entered into the promotion of various civic affairs, has taken a conspicuous part in public

celebrations, frequently forming a marching unit, while its charitable work, which has been broad in its application, has included as a notable feature an annual distribution of Christmas dinner baskets.

Knights of Columbus—Troy Council, No. 176, Knights of Columbus, was organized by the Supreme Council, May 30, 1896, and was incorporated under the laws of the State of New York, January 18, 1898. Meetings were first held in Dauchy Hall on River Street, following which more permanent quarters were hired at 14 First Street. In 1909 the building at 276 River Street was purchased and was occupied by the Council until the latter part of 1923, when it was sold, preparatory to occupancy of its new home at 55-57 Third Street. The fine three-story and basement building, the William H. Frear residence, upon this site was converted in 1923-24 into a magnificent home for the local Council, the completed alterations and additions entailing an expenditure of approximately $150,000. Much of the success of the project was due to the work of Grand Knight Edward F. McCormick, who was ably seconded by the building committee. Lansingburgh Council, No. 248, a thriving organization, occupies a building on the west side of Second Avenue, north of 117th Street, which was improved and modernized in 1923.

Catholic Daughters of America—Court Margaret, Catholic Daughters of America, was organized in Troy in 1909, as the Daughters of Isabella. Mrs. M. T. Ryan was one of the most active founders, and later became Grand Regent of the Court. It was largely through her efforts that the new home of the Court on Washington Place was acquired in 1923.

Other Fraternal Organizations—Troy is particularly well favored in the number and character of its fraternal and social organizations, aside from those fraternities already mentioned which own their own buildings, and the city is dotted with lodge meeting halls and club rooms, which provide quarters for local lodges of great national organizations as well as societies which are purely local in their scope. Among the oldest of these are the various German societies which have headquarters in Germania Hall, at 134 River Street, the Troy Turn Verein having been organized August 8, 1852. Among the oldest secret societies is Mistletoe Grove, No. 11, Order of Druids, which was instituted December 4, 1845. Division No. 2 of the Ancient Order of Hibernians was organized April 6, 1873, and there are several active divisions in the county. The first lodge of the Knights of Pythias in Troy was Premier Lodge, No. 10, instituted August 11, 1869, and it is still active. The Maccabees have been a particularly strong fraternal organization in the city, and Troy Tent has been represented on the Board of Grand Trustees by Marshall F. Hemingway and Louis N. Ellenbogen. The Tents of Troy and vicinity maintain a Hospital Bed Association, which is a worthy benevolence. The Royal Arcanum, represented by Trojan Council, No. 86, and Lansingburgh Council, No. 1142, also maintains a Hospital Bed Association. There are three Camps of Modern Woodmen of America and one of Woodmen of the World, as well as a Court of the

Ancient Order of Foresters, and another of the Foresters of America. The Danish organizations of the Lansingburgh section, one of the most prominent of which is Godt Haab Council, Danish Brotherhood, own a building at Fifth Avenue and Twelfth Street, Lansingburgh, called Dania Hall. Of the five Loyal Orange lodges formed in the seventies, but one remains to-day. Among the other fraternal societies are five lodges of various Hebrew orders, and individual lodges of the Improved Order of Red Men, Order of Owls, Order of Moose, Knights of the Red Branch, Knights of Malta, Mount Moriah Lodge (Colored, Masonic), formed in January, 1875; City of Troy Circle, No. 151, Protected Home Circle; Lily Camp, Royal Neighbors of America, and a number of others.

Patriotic Societies—Associations of veterans, their auxiliary units, and patriotic organizations are as follows: William Floyd Chapter, Sons of the Revolution, organized February 12, 1895; Philip Schuyler Chapter, Daughters of the American Revolution, celebrated its twenty-fifth anniversary March 8, 1922; General John E. Wool Chapter, United States Daughters of 1812 of Rensselaer County. The Grand Army of the Republic is now represented by three posts: Post G. L. Willard, No. 34, Inc., organized in 1869; Post Griswold-McConihe, No. 18, a consolidation effected January 1, 1923, of Post John A. Griswold, No. 338, and Post John McConihe, No. 18; and Bolton Post, No. 471, mustered March 25, 1884 (Lansingburgh). Women's Auxiliary units of the Grand Army of the Republic are: G. L. Willard, No. 153, Woman's Relief Corps; Bolton Post, No. 110, Woman's Relief Corps (Lansingburgh); General J. B. Carr Circle, No. 26, Ladies of the G. A. R.; and Colonel Charles L. MacArthur Circle, No. 69, Ladies of the G. A. R. The Sons of Veterans is locally represented by Samuel King Camp, No. 42, and the United Spanish War Veterans by Camp Marcus D. Russell, No. 2, and Ladies' Auxiliary, No. 16. The American Legion, founded directly after the World War, has a Troy representation of Troy Post, No. 628; the Noble-Callahan Post, No. 237, with their respective ladies' auxiliaries, and the Rensselaer County Committee of the American Legion. The Veterans of Foreign Wars are represented by Trojan Post.

Union Labor Movement—Following the Civil War, during which organizations of workingmen largely died out because of the heavy toll taken from their ranks for service in the army, it was not until 1873 that enough of the organizations had been formed to consider the creation of a central delegate body. The present Central Federation of Labor of Troy and vicinity was created out of the old Central Labor Council, which was the successor in turn of the Workingmen's Trades Assembly and the Industrial Council of Troy. The Industrial Council was organized about 1873 and continued until the Knights of Labor in the late seventies developed such strength in Troy and vicinity that the trades unions were almost submerged. The Knights of Labor District Assembly dominated the industrial field, published a newspaper and purchased the old Armory on the site of the present Germania Hall at 134 River Street. Its sway extended to the political field and it was a controlling

factor until its leadership fell into the hands of incompetent men, according to John M. O'Hanlon, historian of the labor movement in Troy, and publisher of the "Legislative Labor News." The last union to retain a K. of L. charter in Troy was the Ale and Porter Workers' Union, which joined the Central Federation of Labor in 1897. Mr. O'Hanlon wrote: "It was the futile attempt to sink the identity of the trade unions in the Knights of Labor by coercion that brought the revolt which established the American Federation of Labor in 1881 and resulted in the ultimate extinction of the K. of L." Delegates from a majority of the trade unions in the city, feeling again the need of a central body, in 1881 met in the mayor's office in the city hall and organized the Workingmen's Trades Assembly with Charles A. Rogers, of Typographical Union, No. 52, as president. Headquarters were secured in the Murray building at State and River streets. Here was laid the foundation of the effective organization of the Troy labor movement. In 1886 the Assembly changed its name to the Central Labor Council to distinguish it more completely from the District Assembly of the Knights of Labor. The title was again changed to the Central Federation of Labor of Troy and vicinity April 27, 1893, when the organization was holding its meetings in the Dorlon building at Grand and River streets. In 1896 Robert Emmett Hall on Third Street, on the site of the Frear store, was leased and the present system of housing all the labor unions of the city under one roof was begun. Fourteen organizations were soon paying dues and rents. July 8, 1898, the Federation moved to Star Hall on the site of the Ilium building and in May, 1899, went to the Rand building at Congress and Third streets. About 1914 the building at 57-59 Congress Street was purchased by the Central Federation of Labor and the upper floors remodeled for the use of the unions. Early in 1920 the building was badly damaged by fire and for nearly a year temporary quarters were occupied in the Young building on State Street. The Federation consists of three delegates from each of the twenty-nine affiliated unions of Troy and vicinity. The State Workingmen's Federation held its convention in Troy September 13 to 18, 1909.

CHAPTER XXIII.

THE MEDICAL PROFESSION

Pioneer Troy Doctor Settled Here by Accident—Early Practitioners Faithful in Ministrations Through Many Handicaps—Medical Society in Existence More Than a Century—Famous Civil War Surgeon—Large Percentage in World War Service—Modern Hospitals—Dental Fraternity.

Doctors were rarely "first settlers"; and the reason for their comparatively belated appearance in many sections is simple and logical, as J. B. Wilkinson, an early historian, points out in one of his quaint volumes. His explanation, shorn of its beautiful but useless verbiage is, in effect, this:

The earliest settlers were, as a rule, fearless, restless men who, lucky for us, were victims of the times. An unsettled period in national life breeds in direct ratio an era of restlessness in state, county, city, village and family life. The late World War is a sombre example. The Revolutionary War and the disquieting years preceding it gave just that needed impetus to men afflicted with the *wanderlust* to start them out, carrying a few belongings and an often protesting family, to discover "what lay behind that distant blue line of mountains over there." Thus New York State was settled. The first few years of a settler's life were passed, with the usual exceptions, in robust good health, for he and his family had torn a home from the heart of the pure, clean wilderness, they had drunk from unpolluted springs and brooks, they had eaten of the forest life and of the few vegetables and small crops of grain, grown from a plot of virgin ground seekers but lately cleared of trees. The advent of other intrepid seekers eventually gave rise to small settlements and hamlets. The hitherto pure springs became impure, wells were dug or driven in unsanitary places near barns and kitchen-doors, pig-pens and cow-yards flourished, filth spread, disease crept in; and then the physician was needed. So for this reason the formation of settlements, as a rule, antedated the coming of the doctors by a varying number of years.

The Pioneer Doctors—The life of the pioneer doctors was not an easy one. The homes of the inhabitants and the periods of sickness were few and far between. Many of these early medical men were forced to tax their versatility and become artisans or tradesmen when business was slack. Often, calls were made on horseback, streams in flood were forded, difficult trips of many miles through barely discernible forest paths were made, and the cure-all medicines were carried in saddle-bags.

The history of the earliest physician in the majority of the counties of our State reads the same, and, in context, is apparently alike, with the change of names and dates. Rensselaer County, however, was

especially early in the field with Doctor Samuel Gale, a man whose influence on the development of the county was of inestimable value, not alone from the medical standpoint, but from his irreproachable religious, civic, and political life. Doctor Gale, a practicing physician who served as a captain in the Revolutionary army, came to Troy in 1787 from Killingworth, Connecticut. He came up the river on a sloop with his wife, two daughters and five sons, Benjamin, John, Samuel, Jr., Roger, and William; little expecting that, owing to stormy weather, the voyage would take three weeks. The settling of the Gales in Troy (then Vanderheyden) was purely accidental, for they had intended to live in New City (Lansingburgh). Due to their long voyage, however, the house in Lansingburgh in which they had intended to live, had been rented to another family. Jacob D. Vanderheyden, with true Dutch hospitality, urged the doctor and his family to stay with his household in their roomy dwelling, which they did, throughout the winter and until Doctor Gale's dwelling-house was completed the next spring.

Doctor Gale became very popular both as a doctor and as a merchant. Later, as his medical practice extended among the new families and remote farmers, he turned his commercial trade over to his son Benjamin and devoted himself to his profession. He soon became one of the most prominent citizens, encouraging the religious and educational growth of the villagers. Before the first church was built Doctor Gale conducted religious services in a store and later in a school-house, sounding a large conch-shell to call the worshippers together and reading the sermons himself. The conch-shell served a double service, for on week-days it was sounded to announce the departure or approach of the ferry-boat. He was especially active in organizing and building the first churches and in establishing a newspaper and a library. Probably no other man in the early history of Troy devoted himself with such ardor to the building up of the community as did Doctor Gale. A contemporary describes him as being "a tall, well-formed, good-looking man." Doctor Gale died in 1799 at the apex of his usefulness, aged fifty-six years; leaving but one son, Samuel, Jr., to carry on his profession. This son practiced medicine in Troy in 1798 and then went to the West Indies for a short time. He returned to Troy, conducted a drug store, served as postmaster of Troy for twenty-four years, and was as active in public welfare work as was his father before him. He died in 1839, aged sixty-seven years.

Doctor Alexander Rousseau arrived in Troy (Vanderheyden), shortly after Doctor Gale, but according to available records did not begin his practice of medicine here until 1790. Dr. Rousseau was born in France in 1766, was educated as a physician and practiced in Paris until 1786 when he came to America, remaining in Philadelphia for a short time before venturing up the river to Troy. He attended country calls within a radius of eight miles, making these visits on horseback. The doctor, astride his faithful horse "Charlie," was a welcome sight to the farmers in the outlying sections of the county. He was the father of seven sons, he himself being one of seven sons. In most Continental countries this

numerical repetition is supposed to have magical qualities, the seventh son of a seventh son being credited with extraordinary powers of divination. Doctor Rousseau became, as did the other early practitioners, a leading figure in the growing village. He died in 1812, leaving his many sons to help in furthering the progress of Troy.

Early Physician Advertised—Doctor John Loudon was the third physician and surgeon to settle in Troy, and informed the public at large of his arrival by inserting the following advertisement in the American Spy, a Lansingburgh publication:

> The subscriber, having finished the studies of physic, surgery, and man midwifery at the University of Edinburgh, and practiced in Europe for some years past, now offers his services to the inhabitants of Troy. JOHN LOUDON, Troy, Feb. 14, 1793.

Doctor Loudon and Doctor Gale soon became firm friends, and the year following Dr. Loudon's arrival taxed the strength and ability of both. In 1794 a smallpox epidemic raged in the upper Hudson valley, being especially severe in and about Troy. Both doctors worked tirelessly in combatting the dread disease. Doctor Loudon became a wealthy man and a large property owner before his death which occurred in 1820. He was one of the charter officers of the city, and upon its incorporation being elected as alderman to represent the Second Ward.

Other early practitioners in Rensselaer County were Dr. Moses Willard and Dr. Michael Henry, contemporaries, who practiced in Lansingburgh before 1800 Dr. Ezekiel Baker and Dr. Nicholas B. Harris practiced in Stephentown, about 1796. Both were picturesque men who wore buckskin knee-breeches and carried immense saddle-bags with them when they started out to make a distant call on horseback. Doctors James H. Ball and David Doolittle were licensed to practice in Troy and vicinity in 1797. Dr. Edward Ostrander came the following year. Doctors Abner Armstrong and David Gleason became licensed practitioners in 1800 within two months of each other. It is quite likely that there were a few others who practiced in the county before the close of the Eighteenth century; but the usual paucity of dates in the available records would make the inclusion of their names merely hypothetical.

Paid by Donation Parties—These early practitioners were paid largely by "donation parties." Usually there were two of these quaint parties yearly, being known respectively as the Corn Bee and the Wood Bee. After harvest time the farmers would set the date for the Corn Bee, would pass the word around the countryside, and, on the eventful day, would drive into the doctor's dooryard from all quarters of the county with wagons loaded down with corn, pumpkins, apples, herbs, etc. After a feast gargantuan in its proportions and a gossipy hour or two, the farmers would go home with that comfortable feeling of a bill paid-in-full and "as happy," one writer tells us, "as a good dinner and good liquor could make them." The visit would be repeated when the

sleighing became good with the annual Wood Bee. The day following the party would find the doctor's yards piled high with stove-wood—enough, and more, to last until the next Wood Bee.

Medical Society Formed—One July 1, 1806, the Rensselaer Medical Society was organized pursuant to an act of the State Legislature which read: "An act to incorporate medical societies for the purpose of regulating the practice of physic and surgery in this State." Officers of the society were elected as follows: Dr. Benjamin Woodward, president; Dr. John Loudon, vice-president; Dr. Samuel Gale, treasurer; and Dr. J. M. Wells, secretary. In addition to the officers the other sixteen members were as follows: Aaron D. Patchin, Benjamin Rowe, Abner Thurber, Moses Willard, Asher Armstrong (also written Abner), Eli Burritt, Hezekiah Eldridge, David Gleason, Edward Davis, Alexander Rousseau, U. M. Gregory, Sanford Smith, Edward Ostrander, David Doolittle, Moses Hale and James H. Ball. The first meetings were held in the "Court House of Troy." Two of these men, Eli Buritt and Benjamin Woodward, had come to Troy and were licensed to practice in 1802. Two other charter members, Doctors Abner Thurber and Moses Hale, came in 1803 and 1804 respectively. In 1806 Dr. Rufus A. Burritt began his medical practice in Troy. Other prominent physicians who practiced in Troy and vicinity before 1820 were Dr. John Miller at East Greenbush, Dr. Ebenezer D. Barsett at Nassau, Dr. Timothy Cone at Lansingburgh, Dr. Samuel Leonard at Nassau, Dr. Harry Downs at North Greenbush, Dr. John Van Namee at Raymerton, and Dr. Emerson Hull at Berlin, whose two sons, A. D. and A. E. Hull, subsequently became physicians in the county.

In the Country Districts—Dr. Samuel McClellan was a prominent doctor at Schodack. Dr. Salmon Moses began the practice of medicine in Petersburgh in 1816. In 1818 he removed to Hoosick Falls. During the last years of his life he was quite blind, but he cared for his patients to the last, his faithful saddle-horse carrying him safely over the rough country roads. Dr. Hiram Moses, who practiced at Petersburgh, is said to have been one of the most tireless of the early doctors. He estimated that he traveled over 10,000 miles a year on horseback or with "horse and gig" while calling on the sick of Rensselaer County. The fact that he kept this up for a great number of years shows what complete absorption this early physician must have had in his faithful ministrations to the needs of his clients.

Doctors Chosen as Mayors—Dr. Amatus Robbins was one of the most interesting personalities in the history of Troy's medical fraternity. His education at Williams College was supplemented by intensive study under Dr. Eli Burritt, of Troy. In 1818 he became a licensed physician and upon his preceptor's death succeeded to the practice, later marrying Dr. Burritt's daughter. His grief over her early death in the nature of a shock, from which he never fully recovered. He was a tall, thin, delicate man, somewhat given to melancholia. He was the most learned man of his time, his uncommon erudition being a source of wonder to

his contemporaries. One of them was Dr. James Thorn, a graduate of the Royal College of Surgeons in London, and a man held by many to be Robbins' equal in the profundity of his learning. He was one time mayor of Troy, and the surgeon par excellence of his generation. He was always a great admirer of Dr. Robbins and once said of him: "If I were the equal of Robbins in learning and talent I would return at once to the city of London and remain for the rest of my life." A wealthy Trojan once asked Dr. Robbins to call every day at his mansion in order to keep his children in good health, and for this daily visit he would give the good doctor a handsome salary. This cut Dr. Robbins' well-defined ethics to the quick, and he replied in no uncertain tones: "Sir, I shall be glad to call on your children whey they are ill; but I will not call on them every day and leave deserving patients unattended." Dr. Robbins died in 1854.

Of all the medical men who practiced in Troy and its environs between 1787 and 1820, Doctors Samuel Gale, Moses Hale, Benjamin Woodward and Amatus Robbins seem to have been particularly efficient in their profession, and recognized leaders in community life. Dr. Moses Hale was the most reputable surgeon of his generation, being a protegeé of the nationally celebrated Dr. Nathan Smith. In 1818, with Professor Amos Eaton and Ira M. Wells, he founded the Troy Lyceum of Natural History, the first society of its kind in the United States. He was particularly interested in the establishment of the Rensselaer School, now the Rennsselaer Polytechnic Institute, and was its secretary at the time of his death, 1825. Dr. Samuel Stevens, another early practitioner, came to Troy in 1816 from New York City. In 1823, at the time of the typhus fever epidemic in Pennsylvania, he volunteered to go to help in fighting the dread disease. While there he contracted it and died.

Trio of Leaders in Their Profession—Looking down the perspective of fifty to one hundred years, it is inevitable that the personalities and the deeds of a certain few should stand out in relief against their fellows. Such men were Doctors Wotkyns, Brinsmade and Blatchford. All three men were tireless workers, both in their profession and for the advancement of the city. Dr. Alfred Wotkyns, born in 1798, came from New Hampshire and studied medicine in the office of the venerable Dr. Moses Hale. In 1821 he was admitted to practice and became Dr. Hale's partner. For a number of years he served as an army surgeon and upon his return to Troy interested himself in the building up of the Marshall Infirmary. He was one of the governors of this institution and an attending physician from the very start. In 1857 he was Mayor of Troy, and for six years was the president of the Bank of Troy. Physically, he is described as being a "magnificent person," and was called the "Chesterfield of the profession." He died in 1876. Dr. Thomas C. Brinsmade was born at Litchfield, Connecticut, in 1802. He studied under his father and uncle, both doctors, and came to Lansingburgh to practice at the age of twenty-one. Nine years later he removed to Troy and soon was one of the most popular physicians in the city. He was a brilliant man, well-read on countless subjects; but he was a bad pen-

man. It is said that the apothecaries kept messengers on the street continually to intercept the good doctor for an interpretation of his prescriptions. He was generous to a fault, often giving away most of his money to charities. Dr. Brinsmade kept many statistics and reports of his cases, which totalled 39,929 in twenty-three years. He had a passionate interest in the welfare of the Rensselaer Polytechnic Institute, having been trustee for twenty years, and subsequently vice-president and president. He died in the year 1868 while reading an important paper at a meeting held to raise funds for the Institute, having practiced in Troy and vicinity for forty-five years and having given the city unexcelled service as Health Officer and chairman of the Board of Health.

Dr. Thomas Blatchford was born in England in 1749. His father, a Presbyterian minister, brought his family to Lansingburgh in 1804. After studying medicine in New York City and Europe, Dr. Blatchford was licensed and returned to Troy in 1828, practicing here for fifty-two years before he died in 1866. The idea of establishing a mental sanitarium in connection with the Marshall Infirmary was conceived by him. Outside of his profession, education was his greatest interest. He was president of the Board of Education for seven years and was a trustee of the Rensselaer Polytechnic Institute and the Troy Female Seminary.

Dr. Fox, a well-known doctor who practiced in Troy many years ago, later returned to Ireland, and through an Irish constituency, became a member of the British Parliament. He became a power in politics and wielded a great influence in the House of Commons.

For twenty years preceding and during the Civil War, Troy was particularly fortunate in the quality of its medical fraternity. The following men of this period are especially worthy of more than passing mention: Doctors William P. Seymour, Reed Brockway Bontecou, Charles B. Hubbell, Herman Camp, Henry B. Whiton, William S. Cooper, Washington Akin, and Matthew H. Burton.

Advocated Appendicitis Operation—William Pierce Seymour, after gaining his A. B. degree at Williams College, his M. D. at the University of Pennsylvania, and following several years of graduate and research work, came to Troy and began the practice of medicine in 1849. He soon became especially noted as a general practitioner, and in 1857 when the dread epidemic of cholera swept over the town, it was his successful treatment of the disease that won him the city's gratitude and the appointment of Health Officer. As a research student Troy has probably never had his equal, and his subsequent professorships at Castleton, Berkshire, and Albany Medical Colleges are ample proofs of his great knowledge of medicine. In many of his views he was in advance of his profession by nearly a generation; being one of the very first surgeons to advocate operating for appendicitis. He also claimed that pneumonia was infectious long before it was so recognized. Doctor Seymour's unparalleled charitable work in Troy, his war record, and his noble character endeared him to the community. He died in 1893.

Doctor Charles B. Hubbell was a noted surgeon who began his

practice in 1854, five years after Dr. Seymour settled in Troy. He became attending physician at the Troy Hospital, the Marshall Infirmary, and the Watervliet Arsenal. During the Civil War he served as surgeon to the famous Black Horse Cavalry. Upon his return from the war he removed to Williamston, where he died. Dr. Henry B. Whiton came to Troy to practice medicine two years after Dr. Hubbell. He was for eight years attending physician at the Marshall Infirmary, one time curator of the Albany Medical Society, and served throughout the Civil War as surgeon. Dr. William S. Cooper, a contemporary, also served in the same capacity during the war. He was a Scotchman of a winning personality and loved by all the people of Troy. Dr. Le Roy McLean came to Troy to practice in 1855 and for six years was the resident medical superintendent of the Marshall Infirmary. During the Civil War he was appointed surgeon to the Third Division, N. G. N. Y. S., with the rank of colonel. Dr. N. Herman Camp and Dr. Washington Akin were men of this time with similar excellent medical, civic, and military records. Dr. Matthew H. Burton, the well-known son of an equally well-known father, Dr. Caspar Van Wie Burton, came to Troy in 1853. He was an attending physician and surgeon at the Troy Hospital for fifteen years, was elected Coroner three successive terms, and was Health Officer of Troy for nine years. He, too, served with distinction in the Civil War. A wealthy man, a popular physician, and a prominent Mason, Dr. Burton died in 1895.

Botanical Collection as Kindling—Doctor Frederick B. Leonard was licensed to practice in Troy in 1828. Outside of his profession his greatest interest was botony and zoölogy, which brought him the honor of filling the professorial chairs in these subjects at the Rensselaer Polytechnic Institute. He devoted a considerable amount of time in gathering one of the most extensive collections of plants and minerals then in existence. But the fine botanical collection was doomed to a short life. The specimens, carefully labelled and indexed, were placed temporarily in a closet. A short time afterward, upon examination, the paper-wrapped collection was found to have shrunk to a mere handful of specimens. It developed that a particularly obtuse maid-servant had used the bulk of them in kindling fires. Doctor Leonard was one more of those brilliant and accomplished practitioners of that *ante-bellum* period, who, not content with personal success in his profession, took an interest in civic problems and helped to mold the future of the fast growing city. For three years he was a trustee of the institution in which he held the chairs of Botony and Zoölogy. He died in 1872.

A Famed War Surgeon—Doctor Reed Brockway Bontecou, a contemporary of the above-mentioned men, was born at Troy in 1824. He was educated at the Rensselaer Polytechnic Institute and the Castleton Medical College, supplementing his medical education by study with his preceptor, Dr. Thomas C. Brinsmade, with whom he later practiced. Dr. Bontecou, by reason of his monumental work during the Civil War, was commissioned a colonel by the President, and gained lasting international fame as a surgeon. While in charge of an important hospital

in the South the doctor was the first of his profession to attempt to resect the head of the humerus without removing the arm. This operation, smashing all precedents, was successfully accomplished and completely revolutionized war surgery. Doctor Bontecou, because of this achievement which brought him universal acclaim, became the outstanding medical man of Rensselaer County. Dr. Bontecou was also first surgeon in the United States to perform an operation termed "surgical repair of perforating ulcer of the intestines due to typhoid fever." This operation won the doctor fresh laurels, and he became nationally known as the greatest surgeon of the era. In this latter operation he was assisted by Dr. Herman C. Gordinier, then a student, who afterward became one of the leading physicians of Troy. Dr. Bontecou, following his military service, was resident physician at the Watervliet Arsenal for many years. His death, which occurred in 1907, was a distinct loss to the profession. His son, Dr. R. Brinsmade Bontecou, was for many years a prominent practitioner in Troy. He served in the medical department of the army during the World War.

In addition to the above named men, Troy and Rensselaer County have had a host of excellent physicians who have died and passed almost completely out of remembrance, unlauded and unsung; but with this all-important virtue to their credit: a complete absorption in their profession and a subsidiary, but none the less active, interest in the future welfare of their city.

Served in Civil War—Out of a possible forty doctors in practice throughout Rensselaer County in 1861, the available records show that at least sixteen renounced their private practice to serve in the Union forces. The majority of these physicians were in service for the duration of the war. Their names follow:

DOCTORS:

Washington Akin,
H. E. Benedick,
Reed B. Bontecou,
Matthew H. Burton,
N. H. Camp,
Benjamin S. Catlin.
William S. Cooper
R. H. Green,
George H. Hubbard,
Charles L. Hubbell,
John Knowlson,
Le Roy McLean,
Porter L. F. Reynolds,
William P. Seymour,
Joseph T. Skinner,
Henry B. Whiton.

Hospital and Infirmary Service—The doctors of the past, their enthusiasm fired by the rapid growth of the city and the resultant problems connected with it, became many-sided men, preëminently versatile in their interests and avocations. They were active in politics, religion and education, and held State, county and city offices and important positions on educational committees. The great majority of them were connected with the City Board of Health, the Board of Education, and the Board of Trustees of the Rensselaer Polytechnic Institute and of the Troy Female Seminary. With hardly an exception the most prominent of them were attending physicians at the Troy, Samaritan and Leonard Hospitals and at the Marshall Infirmary. The Marshall Infirmary, now

the Marshall Sanitarium, in its long list of attending, resident and consulting physicians, utilized the services of nearly every important Troy medical man of the Nineteenth Century. The Marshall Sanitarium, built by and named for a Troy manufacturer, Benjamin Marshall, was originally known as the Marshall Infirmary and Rensselaer County Lunatic Asylum; being incorporated in 1851. In addition to those previously named in connection with the Infirmary, Dr. Joseph D. Lomax served as the superintendent for more than forty years. Dr. J. H. Cipperly was resident physician for six years. Later he was city Health Officer for fourteen years, and during this time waged a never ceasing war on "pigpens and pumps" with the result that heretofore high city mortality rate began to come down with astonishing yearly regularity. The present incumbent as superintendent is Dr. Christopher J. Patterson, who has served since 1912, coming here after years of experience in State Hospital work. He is an eminent psychiatrist and a recognized authority on nervous and mental diseases. Marshall Sanitarium, originally a general infirmary, is now entirely a private institution for nervous and mental cases. Doctor Patterson was the president of the Rensselaer County Medical Society in 1919, succeeding himself in 1920.

Dr. M. Arthur Wheeler, another of Troy's prominent physicians, was licensed and began practicing in 1884, continuing for thirty-nine years until his death in July of 1923. He was physician and surgeon of the County Hospital sixteen years. His son, Dr. Arthur H. Wheeler, died while in service during the World War, a victim of influenza. Dr. Lewis T. Griffith, son of the late County Judge Lewis E. Griffith, died in military service after serving through the Spanish-American War. Dr. Pierce J. O'Brien, another Troy doctor, also was in service during that conflict.

Present Day Practitioners—In recording the history of so old, so large, and so predominant an organization as the medical fraternity it is necessary to epitomize rather than eulogize. The exigencies of a historical work forbid the inclusion of all the names of the present day members of the profession. Suffice it to say that the Rensselaer County Medical Society of to-day is made up of men who, with the advanced methods and limitless possibilities of the Twentieth Century, are carrying forward the great humanitarian work begun by the pioneers in the field, and furthered by the immediate predecessors of the contemporary practitioners. From but one doctor in 1791, Troy and Rensselaer County registered twenty doctors in 1806 when the Rensselaer Medical Society was founded. In 1845 the number had increased to twenty-five, and in 1876 to forty-one. The year 1890 saw eighty-seven physicians in practice, and the present year, 1923, finds one hundred and ten doctors licensed in their profession. The present day Rensselaer County Medical Society is a direct descendant of the original society started in 1806; the centenary being observed in 1906 by a meeting at the Y. M. C. A. and a banquet at the Troy Club. The organization is officially known as the Medical Society of the County of Rensselaer, and has as its present officers: Dr. Frank M. Sulzman, president; Dr. D. W. Houston, Jr.,

secretary; and Dr. Russell F. Benson, treasurer. Dr. Houston's father, Dr. David W. Houston, Sr., has been for many years a prominent Troy physician. Meetings of the society are held on the second Tuesday of each month in the Grand Jury room of the County Court House. Officers are elected for a term of one year.

Large Percentage in World War—With the same patriotic spontaniety evinced during the Civil War, the Rensselaer County Medical Society sent forth to the late World War a great majority of its ablest younger members. These men served with distinction, doing that bravest and noblest of duties in the varied military curricula of mending what the war had broken, of alleviating the pain and suffering always incident upon the turmoil of great nations in strife. Some of these men were cited for bravery, some for meritorious work; all felt the personal satisfaction of duty well done. The Medical Section of the Council of National Defense had fixed the quota for Rensselaer County at twenty-seven. But Rensselaer County responded with fifty-four—just double the number asked. Following is a list of the doctors of Troy and Rensselaer County who served in the World War, arranged according to rank, copied verbatim from the list prepared by the Rensselaer County Medical Society in 1919, and some of these officers were subsequently promoted:

UNITED STATES ARMY.

CAPTAINS: John A. Barnes, E. F. Connally, J. J. English, A. J. Hambrook, O. F. Kinloch, C. F. Kivlin.

FIRST LIEUTENANTS: W. S. Ackroyd, S. Basil, M. B. Bancroft, Arthur W. Benson, Archibald Buchanan, Burton S. Booth, R. Brinsmade Bontecou, F. J. Cahill, W. L. Clark, H. F. Cleveland, Stephen H. Curtis, Frank T. Duffy, Harold H. Fellows, C. L. Gifford, Peter L. Harvie, J. T. H. Hogan, David W. Houston, Jr., Alson J. Hull, J. R. Hunter, A. Lavallee, A. M. Loewenstein, T. A. McGrath, W. D. McKenna, W. B. McKeon, W. H. McShane, C. Miester, F. J. Noonan, W. Panach, Zotique Rousseau, H. P. Sawyer J. L. Sherman, W. S. Shields, G. R. Stalter, G. F. Timmers, C. E. Tracy, William Trotter, W. I. Walsh, C. Webster, A. H. Wheeler, I. C. Whitehead, M. S. Wineck, and J. T. Wilson.

UNITED STATES NAVY.

JUNIOR LIEUTENANTS: D. S. Cumming and G. A. Smith.

NEW YORK STATE GUARD.

CAPTAIN: E. W. Becker.

The following officers had been commissioned and were awaiting orders, but due to the Armistice they were not called into active service:

M. E. DeLuca, R. H. Irish, E. J. Hannan, T. A. Hull, R. D. McKinney, D. A. McCarthy, J. J. McShane, and M. F. Wansbury.

HOSPITAL FACILITIES.

No city in the State has better facilities for properly taking care of the sick and safeguarding public health generally than Troy. Its hospitals and institutions for promoting health are of the finest, and minister to the needs of the county and vicinity as well as the city. Coupled a climate which in the Hudson Valley seldom becomes extreme and an unexcelled water supply from pure mountain lakes, its

agencies for the conservation of health have given Troy an exceptional health record. Two of its general hospitals are new Twentieth Century buildings—one a model of the pavilion type and the other an excellent example of the unit type, while the third has been remodelled and enlarged, all within the last decade. The county tuberculosis sanitarium, of the cottage type, located just outside the city, is also new and the city's Central Health Station was erected in 1924.

Samaritan Hospital—The Samaritan Hospital, located on Peoples' Avenue, east of Fifteenth Street, is a fine modern example of what is known as the pavilion type of hospital. The two-story buildings connected by low, broad corridors parallel to each other, are ideally situated. The front wing faces Beman Park with its luxuriant shade trees. Wooded hills and rolling fields stretch away to the east and south, creating an outlook which few city hospitals are fortunate enough to possess.

Ten buildings comprise the hospital. They are constructed of Indiana limestone and wire-cut, tapestry brick with terra cotta trimmings. Terraza floors and cement halls make absolutely fire-proof structures. A complete lighting system of the most approved type illuminates the interior and exterior. Signal, fire alarm and telephone systems reach to every corner of the institution. Fully equipped operating rooms, dispensaries and laboratories permit the introduction of the most progressive forms of medical and surgical technique. The periodical clinics conducted in the public dispensary, and the Training School for Nurses, which is operated in conjunction with the hospital, have been responsible in a large degree for broadcasting the merits of the Samaritan Hospital throughout the State.

The buildings, which as practically separate units comprise the hospital, are the Administration Building, Thurman Memorial, Van Schoonhoven Memorial or private pavilion, the Nurses' Home, the Male Pavilion, the Children's Pavilion, Price Memorial or contagious pavilion, the employees' quarters, the powerhouse and laundry. These structures, connected by corridors, have been built in the form of a quadrangle involving eight acres of land, the valuation of which has been estimated at $22,000. The cost of construction exceeded $500,000.

While the hospital was not ready for public use until October 1, 1914, it was formally inspected by city officials on Monday evening, September 21, 1914. Accompanying the inspecting party were the Board of Directors, the Women's Board of Managers, and members of the medical and surgical staffs. The staff and equipment were transferred shortly afterward from the old hospital on Eighth Street, south of Hoosick. The year 1924 completes the twenty-eighth year of uninterrupted service contributed to the city of Troy and environs by the Samaritan Hospital.

The movement to organize the Samaritan Hospital was begun in June, 1896. The site of the old Troy Orphan Asylum on Eight Street was purchased for $22,500 and $100,000 was raised for remodeling and equipping the building, which was vacated when the asylum moved to its new buildings on Spring Avenue. The first trustees of the hospital

were: Stephen W. Barker, Joseph Bolton, Thomas Breslin, James A. Burden, James H. Caldwell, John T. Christie, George B. Cluett, John Don, William H. Doughty, William S. Earl, Dr. E. D. Ferguson, E. Courtland Gale, Dr. H. C. Gordinier, John Wool Griswold, John Knickerbacker, Charles B. Knight, George T. Lane, Dr. James P. Marsh, James K. P. Pine, Justus Miller, Alfred H. Renshaw, Adam Ross, Dr. William W. Seymour, John I. Thompson, Charles W. Tillinghast, Walter P. Warren, Tom S. Wotkyns, Thomas Vail, William H. Van Schoonhoven and Seymour Van Santvoord. The Masonic order purchased the property on Eighth Street and the old building was razed in 1924.

The Executive Staff, the Board of Directors and the Womens' Board of Managers are composed of prominent citizens of Troy. James H. Caldwell is President and Thomas Vail, Chairman of the Executive Committee. The President of the Womens' Board is Mrs. William B. Frear.

The following physicians and surgeons comprised the medical and surgical staffs in 1924:

Medical and Surgical Staffs.

Officers: Chairman, Irwin Johnston, M. D.; Secretary, William Trotter, M. D.; Treasurer, W Irving Walsh M. D.

Medical Service—Edward W. Becker, M. D., F. A. C. S., John Cahill, M. D., Hermon C. Gordinier, A. M., M. D., Crawford Green, A. B., M. D.. George S. Haswell, M. D., Reuben H. Irish, M. D., William Kirk, A. B., M. D., Duncan McNab, M. D., Burt L. Shaw, M. D., Warren St. John, M. D., Edgar R. Stillman, A. B., M. D. Harry J White, M. D.

Surgical and Gynecological Services—Wm. N. Campaigne, A. B., M. D., John B. Harvie, M. D., F. A. C. S., Peter L. Harvie, A. B., M. D., F. A. C. S,, David W. Houston, Jr., A. B., M. D., Emmott Howd, A. B., M. D., F. A. C. S., James P. Marsh, A. M., M. D., F. A. C. S., George L. Meredith, M. D., L. Burton Schneider, M. D., Frank T. Smith, M. D., John Trotter, M. D., William Trotter, M. D.

Obstetrical Service—John A. Barnes, M. D., Alson J. Hull, M. D., Thomas O'Connor, M. D.

Pediatric Service—Arthur W. Benson, A. B., M. D.,

Orthopedic Service—William T. Shields, M. D.

Neurological Service—Hermon C. Gordinier, A. M., M. D.

Communicable Disease Service—W. Irving Walsh, M. D.

Consultant Psychiatrist—Christopher J. Patterson, M. D.

Nose and Throat Service—Chester A. Hemstreet, M. D., Irwin Johnston, M. D.

Eye and Ear Service—Miles McGrane, M. D., Fred A. Smith, M. D.

Laboratories.

Pathological: Harry W. Carey, A. B., M. D., Pathologist; W. Irving Walsh, M. D., Pathologist; Alexander Wallace, Technician.

Roentgenological: Thurman A. Hull, M. D., F. A. R. S., Roentgenologist; Schuyler McC. Martin, M. D., Roentgenologist; Mary McLaughlin, R. N., Technician.

Electrocardiograph: Hermon C. Gordinier, A. M., M. D.

Hydrotherapy Department: Hermon C. Gordinier, A. M., M. D., Mrs. Pauline White, R. N., Masseuse.

Anaesthetist—William Trotter, M. D.

Dentist—Mortimer J. Barrett, D. D. S.

Medical and Surgical Assistants: B. T. Baker, M. D., Bernard R. Coleman, M. D., Stephen Curtis, M. D., Clayton L. Gifford, M. D., Rhoda Howard, M. D., Charles Kraus, M. D., Laurence Leonard, M. D., William Van Auken, M. D.

Resident Physicians—Jasper L. Robertson, M. D., Clarence D. Pierce, M. D., David H. Fauehuer, M. D.

HOSPITAL STAFF.

Superintendent, A. M. Hilliard, R. N. (Resigned); Assistant Superintendent, Vivian C. Conway, R. N.; Social Worker, Ida Stafford, R. N.; Dietitian, Lilian Sitterly; Pharmacist, Stanley H. Calkins, Ph. G.; Registrar, Carolyn M. Lansing; Historian, Henrietta Hoffman.

Faculty of the School of Nursing: Principal, Vivian C. Conway, R. N.; Instructor in Theory and Practice, E. Priscilla Reid, R. N.; Assistant Principal, Margaret Clickman, R. N.; Night Superintendent, Mary B. Doloff, R. N.; Operating Room Supervisor, A. Rachel Murphy, R. N.; Private Patients' Pavilion, Norma Hamilton, R. N.; Surgical Pavilion, Clara Ewing, R. N.; Medical Pavilion, Alice Jones, R. N.; Communicable Disease Pavilion, Alila Bachan, R. N.

The School of Nursing presents a very thorough course covering a period of three years. Affiliation is maintained with the Manhattan Maternity Hospital and the Henry Street Settlement for Obstetrics in New York, as well as the Teachers' College, Columbia University, for courses in public health nursing. In June, 1922, affiliation was consummated with Russell Sage College of Troy for a five-year course leading to the professional degree of Nursing and the academic degree of Bachelor of Science. This progressive step is in keeping with the universal endeavor to broaden the field of nursing education, and to bring young women who enter it, a greater and fuller future.

Troy Hospital—The lack of accommodation for destitute and fever-stricken Irish emigrants in 1845, for whom Troy was compelled to erect temporary barracks, suggested the importance of a permanent hospital. A number of influential citizens, inspired by the indomitable zeal of the late Father Peter Havermans, devoted themselves to this charitable work, and in 1848 was laid the cornerstone of the first Troy Hospital.

The site selected was the southwest corner of Washington and Fifth streets, in St. Mary's Parish, and upon the completion of the building, August 15, 1850, it was placed under the direction of the Sisters of Charity of St. Vincent de Paul. The hospital was called St. Mary's and was incorporated March, 1851, with the following Board of Governors: President, Rt. Rev. John McCloskey; Vice-president, Rev. Peter Havermans; Secretary, Rev. John Corry; Hannibal Green, James Brady, and Edward Murphy, Jr.

As these gentlemen resigned from the Board, they were replaced by the Sisters of Charity. The by-laws, still in force, were drawn up by the Sisters in 1862, and the present seal "Troy Hospital, Troy, N. Y., Sisters of Charity" was then adopted. Bishop McCloskey continued as President of the Board until June, 1865.

The work rapidly outgrew the original foundation, and in 1866 the site east of Eighth Street at the head of Fulton Street was purchased and the cornerstone laid in 1868. The four story brick building, which was considered a model for its time, was finally made ready for occupancy in the fall of 1871. Here the first Medical Board of the Institution was organized in 1893, and the Training School established in 1894.

Again the work of the hospital outgrew its building, and in 1910, the present site on elevated ground on the east side of Oakwood Avenue was secured. Excavation and the actual work of construction was started immediately, but owing to unlooked for delays, the cornerstone was not put into place until 1913. The building was occupied September 29, 1914. The capacity of the new hospital is now 250 beds. Accommodations have only once been overtaxed, and that occurred in 1918 during the epidemic of influenza.

The splendid fireproof hospital building which commands a sweeping view of the city and surrounding country, cost $530,000, and is considered by experts to be a model structure of the unit type of hospital. It is built in block style of Indiana limestone, brick and concrete, and is six stories high, an imposing structure modern in every detail. The main building is 340 feet long, 75 feet high, and 80 feet wide. A chapel wing, power house and laundry adjoin the main building, and like it, are constructed of brick and concrete ornamented with stone. Two elevators and many dumb waiters form a part of the service which renders every section of the building easy of access. Complete heating, lighting, ventilating and sanitary systems are in accordance with the most approved engineering designs.

September 29, 1914, the new hospital was opened to the public for the first time. Trojans were unstinted in their praise of the building and of those who were responsible for instigating and carrying out the enterprise. Rt. Rev. Thomas F. Cusack, Bishop of the Roman Catholic diocese of Albany, blessed the hospital on the occasion of his first official visit to Troy, October 16, 1915. Services were conducted in the chapel wing at which time it was estimated that more than 5,000 persons crowded into the hospital.

Seventeen Sisters comprise the present hospital staff. Student nurses numbering from 60 to 70 pursue the course offered at the Training School. The average number of yearly patients is estimated at 2,700, while free dispensary cases approximate 3,400.

The Medical Board consists of the following physicians and surgeons:

Officers: M. D. Dickinson, M. D., F. A. C. S., President; J. H. Reid, M. D., Vice President; F. M. Sulzman, M. A., M. D., F. A C. S., Secretary and Treasurer.

Consulting Staff—D. D. Houston, Sr., M. D., C. M., F. A. C. S., General Surgery; E. A. Stapleton, M. D., Laryngology and Rhinology.

Attending Staff: Division of General Medicine—C. E. Nichols, M. D.; M. F. Keenan, M. D.; H. F. Albrecht, M. D.; J. J. English, M. D.; L. B. Mount, M. D.; Division General Surgery—W T. Diver, M. D.; J. H. Reid, M. D.; E. J. Noonan, M. D.; Division of Special Surgery, Gynecology—M. D. Dickinson, M. D.; M. E. DeLuca, M. D.; E. F. Connally, M. D.; Opthalmology and Otology—F. M. Sulzman, M. D.; J. B. Burke, M. D.; Laryngology and Rhinology—J. J. Rainey, M. D.; A. J. Hambrook, M. D.; Orthopedics—M. D. Dickinson, M. D.; Special Therapy and Research—J. J. McShane, M. D., Roentgenology; H. W. Carey, A. B., M. D., Pathology, Bacteriology.

An auxiliary staff of sixty physicians and surgeons supplements the regular staff insuring competent medical attention at all times. The Troy Hospital, both plant and administration, has been placed in Class I by the New York State Board of Charities, and by the American College of Surgeons.

Leonard Hospital—The late Dr. Leonard's residence on 114th Street, Lansingburgh, was bequeathed for use as a hospital with the result that about this old but substantial house as a nucleus grew the present institution known as the Leonard Hospital.

Incorporated January 9, 1893, the Leonard Hospital became the first "open hospital" in this part of the country. According to early records those who signed the Articles of Incorporation were Edward H. Leonard, A. E. Powers, Edward Van Schoonhoven, Paul Cook, Peter B. King, Edgar K. Betts, R. C. Haskell, William C. Groesbeck, Hugh L. Rose, A. C. Comstock, James McQuide, David Allen Judson, George H. Lempe and Warren T. Kellogg.

The Leonard Hospital almost from the date of its founding has been steadily expanding. Particularly has this fact been noticeable throughout the last ten years. Increasing demands made upon the institution brought about a crowded condition which necessitated enlargements in 1914, and even since that date the hospital has been operated at maximum capacity. At the present writing, 1924, a two-story wing on the southwest corner of the main building is under construction to accommodate the annually increasing number of cases cared for at this hospital so pleasantly situated in the North End.

One of the public health measures carried out at the Leonard Hospital is the monthly tuberculosis clinic conducted under the supervision of Dr. R. H. Irish. People from all sections of the city and outlying districts attend these clinics, which as a definite part of the city's health program, has enabled Troy to maintain such a remarkable health record.

A three-year standard course in nursing is offered by the Leonard Hospital authorities who have succeeded in building up a training school of exceptional merit. Seven months of the course of instruction is taken at the New York City Post Graduate Hospital with which the Leonard Hospital affiliates. That part of the course pursued at New York involves three months of pediatrics, three months of medicine, and one month of dietetics. A yearly average of twenty-two student nurses train at the Leonard, living at the Nurses' Home which is located one

block south of the Hospital at 113th Street and Sixth Avenue. Miss Alice M. Hadden, Superintendent of the Hospital, is likewise Principal of the Training School.

The following physicians and surgeons, prominent in their special fields of endeavor, form the medical and surgical staff of the Leonard Hospital:

Consulting Staff: J. B. Harvie, M. D., D. W. Houston, M. D., J. P. Marsh, M. D., B. S. Booth, M. D.

Attending Staff: Surgeons—Emmott Howd, M. D., Frank T. Smith, M. D., C. F. Archambeault, M. D., H. T. Wygant, M. D., E. F. Connally, M. D.; Assistant Attending Surgeons—B. F. Baker, M. D., C. L. Gifford, M. D.; Physicians—J. H. Lyons, M. D., C. B. Sprague, M. D., R. H. Irish, M. D., B. L. Shaw, M. D., J. H. Flynn, M. D., H. J. White, M. D.; Obstetricians—J. H. Lyons, M. D., D. A. Calhoun, M. D.; Opthalmologists and Otologists—Miles A. McGrane, M. D., Frederick A. Smith, M. D.; Laryngologists and Rhinologists—C. A. Hemstreet, M. D., B. F. Baker, M. D.; Radiologist—Walter H. McShane, M. D.; Neurologist —W. Kirk, M. D.; Pathologist—Stephen H. Curtis, M. D.

Officers of the Hospital are: Paul Cook, President; Charles B. McMurray, Vice President; John E. Flack, Treasurer; H. M. Grout, Secretary.

These business and professional men of Troy, who have interested themselves in the progress of the institution, form its Board of Managers: George F. Wood, Thomas C. Boswell, Howard C. Rogers, Dudley R. Kennedy, Henry J. Eckert, Paul Cook, Albert L. Brooker, M. W. Shaughnessy, Edward E. Draper, John J. Mackrell, Albert W. Powers, Frank H. Wager, George W. Van Alstyne, Arthur J. Burch, F. C. Filley, William N. Sleicher, George N. Patrick, Charles C. Freihofer, John E. Flack, H. M. Grout, Charles H. Mason, Arthur B. Cobden, F. E. Draper, Lester F. Cole, F. B. Twining, A. P. McKean, Charles B. McMurray, William P. Dauchy, Edwin Buchman.

St. Joseph's Hospital—Events leading to the founding of St. Joseph's Maternity Hospital began in 1861 with the arrival in Troy from St. Louis of a group of Roman Catholic Sisters of the Order of St. Joseph. They purchased a lot at the head of Jackson Street and there erected a frame house which served for a number of years as the Home for the Sisters of St. Joseph. As the local order expanded, plans were outlined for a larger home. Funds necessary for putting these plans into execution were secured by the Sisters themselves who went about the city soliciting money. Apperciation for the high character of service rendered the community by the Sisters was shown materially by the public, for the money was obtained in a comparatively short time and construction began immediately. The new home remained the Noviate House of the Troy Province until 1912 when the Sisters removed to St. Joseph's Seminary, and the house became an infant home.

At the request of the late Rt. Rev. Bishop Burke in 1909, a maternity hospital was erected, attached to St. Joseph's Infant Home on Mill Street. Because of its situation, which was extremely difficult of ac-

cess, the present St. Joseph's Maternity Hospital Building at Jackson and Fourth streets was fitted out in 1923, the former home of the Sisters of St. Joseph being remodelled for the purpose. This building serves admirably for the uses to which it has been put. A complete equipment and competent staff of physicians places St. Joseph's among the first class maternity hospitals in this section of the State. A three months' course for nurses is provided here as well as post graduate work for nurses from other hospitals. Affiliation is maintained with general hospitals and accredited schools for nurses.

Dr. John B. Harvie is President of the Medical Staff, and Dr. Joseph H. F. Coughlin, Secretary. The following physicians and surgeons are in regular attendance as members of the staff: Doctors Thomas S. O'Connor, Hugh V. Foley, C. F. Archambeault, H. A. Hannan, H. A. Hambrook, W. B. McKeon, J. J. Quinlin, Irwin Walsh, C. F. Walsh, D. A. Calhoun, F. J. Noonan, C. F. Kivlin, Emmott Howd and M. Keenan.

Pawling Sanitarium—The Board of Supervisors of Rensselaer County in 1908 appropriated $25,000 for the erection of a County Hospital to be used for the treatment of contagious diseases including tuberculosis. This hospital, known as the Lakeview Sanitarium, was erected on county property adjacent to the Alms House and to be under the management of the Superintendent of the Poor. Before completion the hospital cost approximately $35,000 for construction and $5,000 for furnishings. At the time of the opening of the hospital, which was August 9, 1910, there was such need for quarters for tubercular patients that it was decided to devote the use of the entire hospital for that purpose, and consequently contagious diseases have never come under its supervision.

The hospital continued under the management of the Superintendent of the Poor until 1912 when by enactment of the County Tuberculosis Hospital Law it was reorganized and put under the direct control of the Board of Managers appointed by the Board of Supervisors, and on October 1, 1912, the newly appointed Board assumed control and the Hospital was put under the management of a resident Superintendent.

Soon after the reorganization of Lakeview Sanitarium a movement was set on foot for a new sanitarium, as it was then realized that Lakeview was inadequate to meet the demands for treatment of tuberculous cases in Rensselaer County. An active campaign was maintained until 1915 when the Board of Supervisors purchased a site of about 150 acres in the town of North Greenbush, one mile east of the village of Wynantskill and two miles from the city limits of Troy. The site cost $11,500. No further progress was made during the next year, but in the fall of 1916, after a vigorous campaign by the Rensselaer County Tuberculosis Association, the people at a general election voted to appropriate $156,000 for the erection of a tuberculosis hospital. In August, 1917, ground was broken and construction begun. Owing to the increased cost of all materials an additional $150,000 was appropriated and, at completion, the cost was approximately $328,000.

The new sanitarium, which is called Pawling Sanitarium, in honor of Col. Albert Pawling, first Mayor of Troy and first Sheriff of the county, was opened July 16, 1919. The buildings, of stucco, are six in number, besides the Superintendent's cottage and pumping station, and located on a small plateau facing the southeast, with an elevation of about 500 feet.

The group consists of the administration building, infirmary, children's male, female, and a combination building which can be used for either men or women. Each of the five buildings for patients has a capacity of 40, making a total capacity of 200 beds. The administration building contains the business offices, dining rooms, (the cafeteria system is used in the main dining room), kitchen, bakery, refrigerators, and storerooms. The two top floors are used for the nurses and help.

The infirmary first floor has the admitting offices, laboratory, X-ray, operating, examining, linen, fumigating and sterilizing rooms. The next two floors are for men and women, respectively. 1,051 patients were admitted to Lakeview during the time it was in operation while more than 1,200 have thus far been admitted to the Pawling Sanitarium. The work of this institution, considered a model of its kind, has received a great deal of favorable commendation not only in the county, but throughout the State.

The Pawling Sanitarium staff is: Superintendent, Frank L. S. Reynolds, M. D.; Assistant Superintendent, George P. Heard, M. D.; Assistant Physician, Edmund Wallner, M. D.; Dentist, John J. Purcell, D. D. S.; Head Nurse and Matron, Julia B. Reynolds; Occupational Therapist, Florence A. Redding; School Teacher, Winnifred T. Coffey; County Visiting Nurse, Hazel F. Akin; Bookkeeper and Stenographer, Elizabeth A. Ryan; Laboratory Technician, Harvey T. Doll; Engineer, Edward R. Caswell.

The Board of Managers is comprised of these Trojans: Dwight Marvin, President; Reuben H. Irish, M. D., Vice-president; G. L. Meredith, M. D., and John J. Hartigan.

Rensselaer County Tuberculosis Association—The Rensselaer County Tuberculosis Association is a component part of the National Association which is doing such commendable work throughout the land in arresting the ravages of tuberculosis. The local organization functioned only in the city of Troy until 1919 when it became a county association responsible to the State Tuberculosis Association which in turn reports to the National Committee.

Active interest in the task of combating tuberculosis in Troy was first manifested in May, 1907, by the formation of what was known as the Troy Tuberculosis Class maintained by the Society for the Home Treatment of Tuberculosis. The society itself came into being for the special purpose of instigating the class and carrying out a definite campaign against the disease. The tuberculosis class represented the first organized effort made in Troy to treat and educate persons afflicted with tuberculosis in the sanitary measures necessary for their recovery and for the protection of others with whom they came in contact.

A number of prominent local men were interested in the subject of tuberculosis and to them was explained the need of some concerted effort to bring recovery within reach of the working people. It was pointed out that as matters stood a working man or woman taken sick with the disease had no alternative but to remain at work as long as their strength permitted, and then to accept the result. It was necessary to interview only six men so responsive were they to the proposed plan with the result that the Tuberculosis Class was made possible first through the formation of the Society. The following officers and staff were selected: President, Paul Cook; Secretary, Edward Murphy, 2d; Treasurer, Frank E. Howe; Executive Committee: George B. Cluett, Edgar H. Betts, W. Leland Thompson; Consulting Physicians, Dr. H. C. Gordinier and Dr. J. B. Harvie; Physician in Charge, Dr. H. W. Carey; Nurse, Miss Carolyn Wagner.

Money was raised and a plan of procedure which had proved highly successful in Boston and Providence was put into operation without delay. Tubercular persons who were unable to provide treatment for themselves were taken into the class and subjected to a thorough examination and routine course of treatment. The class met once a week for examination by the physician in charge and were visited in the interim, each in his own home. by a nurse who directed treatment and saw that the physicians orders were carried out. Detailed records of all cases were filed and the first annual report of the Society published in 1908, showed sufficient results in the limited number of cases that had been handled to warrant a widening of the field of operation. The reasons for founding the new organization which followed and the scope of work outlined for it, are briefly contained in the following extract from the Society's first report:

> While the Society for the Home Treatment of Consumption was carrying out successfully the work it started out to do, it soon became evident that a larger and more comprehensive organization, with plan of wider scope, was necessary in order to make much headway against the spread of tuberculosis.
>
> The State Charities Aid Association which is organizing Relief Committees throughout the State offered its assistance and it was accepted. In January, 1908, the Committee, including the members of the Society for the Home Treatment, was appointed to be known as the Troy Tuberculosis Relief Committee of the State Charities Aid Association.

This organization, composed of a number of sub-committees and a competent Relief Station staff, the relief station being located at 2 Hill Street, accomplished gratifying results in the following ten years. During that time, through the able administration of the second organization, was laid the foundation for the present Rensselaer County Tuberculosis Association which to-day is carrying into affect on a greater scale, the aims and ambitions of the original Society.

A board of thirty Directors, business and professional men and women throughout the county, take an active part in the work of the Association, particularly at the Christmas season when the nation-wide sale of Christmas seals is conducted. The officers of the Association

are: Walter P. Warren, Jr., President; Palmer C. Ricketts, Vice-president; Mrs. George N. Patrick, Secretary; Leland T. Lane, Treasurer.

The staff which conducts the work in the county is as follows: Marcella L. Van Tuyl, Executive Secretary; Jennie C. Howe, Office Manager; Helen F. Connally, R. N., and J. Agnes Gleason, R. N., Visiting Nurses; Marjorie McWhinnie, Phyllis J. Scott, Genevieve Cahill, Nutrition Workers; R. H. Irish, M. D., Medical Director.

The scope of relief work carried out by this organization has greatly increased in the last three years. Two monthly clinics and one weekly clinic are held in Troy. Coöperative clinics are now held in two townships of the count. Two visiting nurses, one employed by the city Health Department and the other by the Rensselaer County Tuberculosis Association, visit the homes of the patients in every part of the city as well as in outlying districts.

Health classes with definite nutrition programms have been inaugurated in the public schools with local physicians in charge. Nutrition workers lecture on the selection and preparation of foods to the mothers of undernourished children. These classes are conducted regularly throughout the term, and have proved to be decidedly popular and particularly beneficial. The value of serving milk in the schools has been successfully demonstrated by the Association. Persistent educational work along these lines, resulting in a rearrangement of home diet, has increased the weight of undernourished children from 1 to 6 pounds. Physical defects are quickly detected, and in many cases are corrected before they reach serious proportions. Incipient tuberculosis when discovered receives special attention, and when finances for the proper care of the case are lacking, the Association makes provisions for the child's admittance to one of the local sanitariums. Individual health records of each child kept on file in the schools show his condition at the opening of the health class and indicate his physical progress throughout the term.

The Rensselaer County Tuberculosis Association is the first organization of its kind in the state to introduce full time nutrition workers into the public schools, thereby establishing locally, a definite preventative measure which is proving to be of great importance in the nation-wide warfare against the spread of tuberculosis.

Marshall Infirmary—The Marshall Infirmary on Linden Avenue, was founded and endowed by the late Benjamin Marshall who, at an early date, gained control of the streams and ponds on the hills back of Troy for manufacturing interests. Mr. Marshall has been described as a man ahead of his time. He developed the waterpower of Postenkill Creek where now are established the factories of Earl & Wilson, Manning & Peckham, the Troy File Works, Browning, King & Co., E. J. Hayes Spring Works, Ruff's Mills and others.

The work of constructing the institution which later bore his name, began in 1848, and was originally intended by Mr. Marshall to be a private hospital for a single, specific mental case. Shortly after its com-

pletion, however, in 1850, the hospital was acclaimed a general infirmary for mental diseases, and was accordingly incorporated by an act of the Legislature passed June 20, 1851. These men made up the first Board of Governors: Benjamin Marshall, George M. Tibbits, Nathan B. Warren, William B. Sands, Amos S. Perry, LeGrand B. Cannon, E. Thompson Gale, Alfred Wotkins, Thomas W. Blatchford, Samuel Kendrick, John Paine, William H. Hart, James H. Hooker, Thomas C. Brinsmade, John C. Britton, Elias Johnson, John T. McCoun, George Christie, Stephen E. Warren, Jonathan Edwards, Jonas C. Heartt, John G. Buswell, Amatus Robbins, George Gould, Lyman Bennett, George Dauchy and Joel Mallery.

The State relieved all private institutions of insane cases in 1895 which brought about a gradual decrease in the nature of cases treated at Marshall's to purely mental-nervous diseases which at the present time is the only type of disease admitted to the Infirmary. Although its act of incorporation speaks of it as a public hospital, the institution is now practically specialized as a sanitarium for persons afflicted with minor forms of mental disorders.

Dr. Christopher James Patterson, an expert on mental-nervous diseases and a medical writer of note, is Physician-in-Chief at the Infirmary. Dr. Henry Trenkle is assistant physician.

The Sanitarium is completely equipped to deal with the type of mental disease admitted to the institution. It has been the endeavor of the present Board of Governors to bring the Infirmary up to the highest degree of efficiency.

The main building of the Infirmary is worthy of note. Although erected many years before the era of fire-proof construction, it is so situated that every floor opens on the ground. This fact indicates the far-sightedness of the founder. There are other evidences which tend to show that Benjamin Marshall exercised every precaution to care properly for those who, because of mental afflictions, were unable to look after themselves. Originally there were two buildings standing about 800 feet apart each capable of accommodating 125 beds. It was found better to abandon one of these, that known as No. 2, and concentrate on the better constructed of the two, the one now in use in which from 80 to 100 patients may be accommodated comfortably at one time.

Public Health Station—The movement for a public health center in the city of Troy began early in 1919, when on the invitation of the State Department of Health, the Public Health Committee of the Women's Civic League, of which Mrs. Wade H. Reichard was Chairman, consented to take an active part in coöperating with the Board of Health of the city in public education along the lines of sanitation and hygiene. A number of prominent speakers spoke on the subject and Mayor Burns recommended the establishment of a community health center along the lines suggested. The agitation was continued for several years by various interested organizations, and Dr. M. D. Dickinson, Health Officer, suggested plans for a building which should be devoted to civic health purposes. The erection of a two story brick edifice on the site

of the old Troy Academy on Seventh Avenue, just north of State Street, was carried to completion in 1924. This building, known as the Public Health Station, will house the Troy Bureau of Health, the Bureau of Vital Statistics, the city nurses' department and rooms for public clinics. The new building and equipment cost about $125,000.

The Dental Fraternity—The first dentist in America was one Le Mair, who arrived in this country with the French Forces in the Revolutionary period, but soon returned for want of patronage. He was followed shortly by Isaac Greenwood, who settled in Boston. In 1800 there were only thirty dentists in the United States, the majority of these beginning their practice in Vermont. In 1840 the first dental society was founded, The American Dental Society of Dental Surgeons, which was succeeded by the American Dental Association in 1845, and somewhat later by the present national society.

Previous to 1822 there were no dentists in the Third District, which includes Albany and Troy, except itinerants from the neighboring State of Vermont, which was well supplied. The first itinerant dentists to practice in and around Troy were the Parmly brothers, of whom there were seven, some of them working in Troy most of the time. The Parmlys were from Vermont, and during their itinerant days made that State their headquarters. Doctors Fitch, Brewster, Davidson, and Gardette were also pioneer itinerants in Rensselaer County following the Parmlys.

The first dentist to begin a constant practice and to settle definitely in Troy was Dr. Josephus Brockway, Sr., who opened an office here in 1822. To quote from a paper written in 1869, he "was the only settled dentist from Canady on the North to Albany on the South, from the White Mountains on the East to the Rockys on the West." Following Dr. Brockway was Dr. Robbins, who was practicing his profession in Troy before 1829.

In 1863 the dentists of Troy and Albany met and organized the Hudson Valley Dental Society, the first of its kind in northern New York. There were thirteen charter members, and in 1864 the constitution and by-laws were adopted. In 1865 the membership totalled twenty-five, including both cities. A few years later the society was succeeded by the district organization, which was chartered by the State, covered a larger territory, and was more comprehensive in its scope. The State Dental Society was founded in 1867.

Two years later the present dean of the county dental men came to Troy to practice, Dr. A. M. Wright; being but twenty-one years of age at the time. Upon his advent into this territory he found but seven other dental practitioners in the city. Doctor Wright, whose memory and records have made this resumé of dentistry in Rensselaer County possible, has been president, secretary, and treasurer of the Third District Dental Society. He succeeded the well-known Dr. S. D. French on the State Board of Dental Examiners, and for thirty-four years has represented the District upon that Board, having been the president of the body for the last eighteen consecutive years. Since the practice of oral

hygiene was legalized by the Legislature and placed in the hands of the State Board of Regents, Doctor Wright has been given full charge of the practical and written examinations given to graduate students.

Other early dentists were S. P. Walsh, H. H. Young, O. R. Young, E. J. Young, L. C. Wheeler, C. H. Jenkins, C. J. Wood, Henry Smith, W. H. Hart, J. Sheldon, and J. R. Draper, all of whom practiced between 1865-1885, with the exception of Doctor Draper, who was in active practice until his death in 1922.

At the present time there are about fifty dentists practicing in Troy as against one a hundred years ago.

CHAPTER XXIV.

THE LEGAL FRATERNITY.

Two Governors of New York, Marcy and Black, Elevated From the Rensselaer County Bar—Statesmen in Congress and State Legislatures—Able Exponents Developed by Great Crises—Orators and Political Leaders From the Legal Profession—Many Chosen to Important Official Positions—Martin I. Townsend, the "Grand Old Man" of Troy—Early Lawyers and Legal History—First Court in County Held in Lansingburgh.

The earliest settlements did not as a rule require the services of professional men. As the settlements grew to be small villages, occasions would arise when professional advice and services were necessary. Adapting themselves to this variable need the professional men became wanderers, or more strictly, travelers who visited many far-flung settlements yearly to proffer their assistance. In course of time they became known as "itinerants," and as such embraced the legal, medical, dental and religious fraternities. Itinerant lawyers were often to be found in the early settlements, and it is quite likely that possible wandering men of the legal fraternity may have practised at old Lansingburgh occasionally. The fact that in the year 1791 sixteen lawyers were credited to Troy, gives rise to the assumption that some of these men must have carried on their profession in Lansingburgh prior to the inception of Troy, inasmuch as Lansingburgh, or New City as it was then known, was a flourishing community long before Troy had begun to exist. The supposition is further strengthened by the fact that two of these sixteen lawyers, John D. Dickinson and John Lovett, had their residences in Lansingburgh and were trustees of the early Lansinburgh Presbyterian Church. One of them at least, Mr. Dickinson, later removed to Troy where, in his "hospitable mansion," he entertained the Marquis de Lafayette during his second visit to Troy.

However, the history of the legal fraternity in Rensselaer County dates back officially only to the year 1791, when the first mention of the profession is made in local records. It was during this year that Albany County, which previously was made up of all the vast territory of the State north of Ulster and Dutchess counties with the exception of Charlotte or Washington County, was sub-divided, with the result that one of these sub-divisions was named in honor of the Van Rensselaer family. The birth of the new county necessitated a county seat and buildings, and a county court and officers. One of the first acts was to appoint the necessary officers, and two months after the county's official designation they met for their first meeting in the tavern of Ananias Platt at Lansingburgh, at which meeting the usual oaths of office were taken and the dates agreed upon for the holding of court.

The First Court—In less than a month a second meeting was held at the same place, and the Court of Common Pleas went into session for the first time. None of the judges except Assistant Judge Moss Kent appears to have been Rensselaer lawyers. However, the following men were admitted to practice as attorneys and counselors and formed the nucleus of the nascent Rennelaer County Bench and Bar: Derick (or Dirck) Ten Broeck; Moss Kent, first Surrogate of Rensselaer County; Peter E. Elmendorf; John V. Henry; Peter D. Van Dyck; Abraham Hun; John W. Yates; Nicholas Fonda; Gerrit Wendell; Gerrit (or Guert) Van Schoonhoven; Cornelius Vandenbergh; Francis Silvester; Sanders Lansing and John Woodworth. The court adjourned after a three-days' session, during which time "thirty-three rules and orders" were drawn and adopted "to be observed by all the officers thereof," and a Rensselaer County seal ordered to be made which was to "be affixed by the clerk of this court to all processes and records thereof to authenticate the same, and that the device be a plow, with the words 'Rensselaer County Seal' engraved around the edge thereof."

First Session in Troy—The next two meetings of the County Court were held in Troy at the tavern of Stephen Ashley, making two sessions apiece for the rival towns. For the following three years court was held alternately at Platt's tavern in Lansingburgh and Ashley's tavern in Troy, in order not to give one jealous community precedence over the other. This rather amusing question as to which town was to be the county seat was finally settled in an ingenious manner. It was decided that whichever town subscribed the greatest amount of money toward the erection of a court house would be the future seat of the county government. By reason of indefatigable work on the part of Albert Pawling, the first Sheriff, who canvassed the town and outlying farms, Troy emerged triumphant from the competition with one thousand pounds to her credit—much to the chagrin and astonishment of her rival.

Earliest Lawyers—Among the earliest of the Rensselaer County lawyers, John D. Dickinson, John Lovett, John Bird, Moss Kent and John Woodworth, seem to have exerted more than ordinary influence upon their generation. John D. Dickinson was trustee and president of the first bank in the county, The Farmers' Bank of Lansingburgh, and was a director of the first local insurance company, the Rensselaer and Saratoga Insurance Company. He was agent for the Western Canal, and President of the Troy Lyceum of Natural History. In 1824 he served as one of the reception committee to welcome the Marquis de Lafayette on his second visit to Troy. He was also one of the first trustees of the Rensselaer Polytechnic Institute. The eccentric John Bird, son of Dr. Seth Bird of Litchfield, Connecticut, was a graduate of Yale College. He began the study of law in 1786 and was admitted to practice in his native State. He removed to Troy in 1794, and is said to have carried on his practice here with great success until his

death in 1806. He is recorded as "a genius of high order, a brilliant and impressive orator, a sharp debater and reasoner, and frequently charming in his display of eloquence." John Bird was a member of the State Assembly in 1797 and from 1799 to 1803 was a representative at Congress. He was also the first Worthy Master of Apollo Lodge, No. 49, Free and Accepted Masons. Moss Kent was an assistant judge of the county and the first Surrogate. John Lovett served as member of the State Assembly in 1801. Hon. John Woodworth was born at Schodack in 1768, was graduated from Yale College when he was twenty years old, and was admitted to the bar in 1791. The first postmaster of Troy was a student in Mr. Woodworth's law office, Nathan Williams, who after serving one year (1796-97), resigned and subsequently became a Circuit (Supreme) Court Judge.

Lawyer, Judge and Author—John Woodworth became the second postmaster, serving from 1797 to 1800. It is an interesting fact that the first two postmasters of Troy were both lawyers. Mr. Woodworth was one of the earliest Masons in the county, being Senior Warden of Apollo Lodge, No. 49, in 1796. In 1793 he became Surrogate, succeeding Moss Kent. In 1800 he became a trustee of the Troy Library, and was appointed a member of the Electoral College. In 1803 he became a member of the Assembly, and in 1804 was appointed Attorney-General of the State. Mr. Woodworth was one time director of the Farmers' Bank of Lansingburgh. Before his death, in 1858, he wrote "Reminiscences of Troy," a volume of much worth to-day as a work of reference. His appointment in 1819 to the Supreme Court Bench was in compliment to his great legal learning.

Prince of Schaghticoke—Herman Knikkerbakker (or Knickerbacker, erroneously given Knickerbocker) was the peer of all the suave, brilliant and polished lawyers of the early days, and was invariably referred to as "the Prince of Schaghticoke." He was born in Schaghticoke in 1779, the second son of John Knickerbacker, studied law under John V. Henry and John Bird, and was admitted to practice while yet a very young man. When less than thirty years of age he represented Rensselaer County in Congress during the administration of President Madison. Afterwards he served as a member of the State Legislature, Judge of Rensselaer County, and Supervisor. John Woodworth in his "Reminiscences" says of him: "Bred from his Childhood to Association with some of the most distinguished Men of an Age remarkable for its hightoned Courtesy, and to the Control of a large Family of Slaves, his Manners acquired that blending of Suavity with Dignity peculiar to those accustomed to early Intercourse with the World, and the early Habit of Command." He died January 30, 1855.

Benjamin Smith was another of the early lawyers, who, according to his contemporary, John Woodworth, "came to Troy about the commencement of the settlement." He was one time Treasurer of the county, a Judge of the County Court, and Clerk of Rensselaer County until his death. "He was always ready," adds Mr. Woodworth, "to

aid the unfortunate and distressed." When debtors from Vermont were arrested in Troy by New York State cerditors, Mr. Smith was invariably on hand to bail them out. Another contemporary, Amasa Paine, in speaking of Mr. Smith's charitable acts, remarked: "He was ready to become bail for all Vermont."

Peter B. Porter, another lawyer of this period, aside from his legal accomplishments, is also eligible to Rensselaer County's Hall of Fame through being one of the protagonists in a scene enacted in Benjamin Gorton's store which brought about one of the most famous *bon mots* of the eighteenth century. Mr. Gorton, the intensely penurious storekeeper, had recently been married and was entertaining a few of his intimates at a forenoon party in his store to celebrate the event, when several young men, among them Mr. Porter, came in and insisted on joining in the festivities. The wine proved to be a trifle too potent for the younger men, and in consequence some of it was spilled. This vexed the economical merchant to such an extent that he angrily cried out: "Drink, gentlemen, drink, but for Heaven's sake don't spill!" John Woodworth in his "Reminiscences of Troy," in speaking of the incident, singles out the young lawyer by saying: "Peter B. Porter acted among others a Conspicuous Part," and that "For a long Time after, Gorton's Wedding was the Subject of pleasant Conversation."

Governor Marcy Distinguished—Of Hon. William L. Marcy, who was admitted to the bar in 1811, Benjamin H. Hall once said: "Brightest and highest among those whom Troy claims as her own stands the name of William Learned Marcy." Mr. Marcy was born at Southbridge, Massachusetts, in 1786. He was graduated from Brown University in 1808, coming during the same year to Troy where he subsequently studied law in the offices of William M. Bliss, and later, read law with John Russell. Both Mr. Bliss and Mr. Russell were prominent lawyers in Troy. For four years following his admission to the bar Mr. Marcy practiced law in Troy. Then came the War of 1812 and Mr. Marcy volunteered his services. For two years he served as an officer of volunteers, during which time he was instrumental in capturing the first prisoners and the first flag, at St. Regis. Upon his return he became the first recorder of Troy after its incorporation as a city, serving from 1816 to 1818, and again from 1821 to 1823. Then for a time he conducted the anti-Federal newspaper, The Troy "Budget." From 1821 to 1830 he held three important State offices: Adjutant General, Comptroller and Judge of the Supreme Court. While serving a successful term as United States Senator, he became Governor of the State of New York, which office he held three terms, from 1833 to 1839. In 1845 he became Secretary of War in the Cabinet of President Polk, and in 1853 he was named Secretary of State by President Pierce. In the Democratic Convention of 1852, in which Pierce was nominated, Mr. Marcy was the leading candidate, receiving as high as ninety-one ballots. It is said that he would have been the presidential nominee if New York State had remained solid in his support. In the year 1857 he retired from public life, dying on

July fourth of the same year. The record of William Learned Marcy needs no verbal embellishing, for the bare enumeration of his achievements places him indisputably as the greatest Trojan of the legal fraternity.

Great Questions Made Great Men—There followed Hon. William Learned Marcy a host of brilliant lawyers whose individual deeds in civic and political life brought added *cudos* to their city and county as well as to themselves. Three consecutive decades of the nineteenth century, the fifties, sixties and seventies, were especially generous in the fine qualities bestowed upon its legal fraternity. These were times of great stress and tension. Fresh crises developed yearly in the Government. Grave, momentous questions were before the country; including the questions of tariff and of the abolition of slavery. The members of the legal fraternity of the country leaped to cope with these problems, their minds expanding and growing as they wrestled with the intricacies and the ramifications of each new question. In Troy, as in all of the eastern cities, this period of supreme gravity in national life developed a vigour, zeal, and activity among lawyers amounting almost to strenuosity in some cases and to pure genius in others. The majority of legal men in Rensselaer County became particularly strong and able in their profession during this period. Sound judgment, firm convictions, quick perceptions, exceptional forensic ability, and great knowledge of legal lore characterized the local fraternity as a body. It was essentially an era of public life, of political identification, for all the prominent lawyers.

John Paine Cushman was born in Pomfret, Connecticut, in 1784; was graduated from Yale College in 1807; and for a year took up his professional studies at the celebrated law school of Litchfield, Connecticut. He was admitted to the bar of his native state, soon after removing to Albany where he read law in the office of Abraham Van Vechten (or Van Veghten). In 1809 he came to Troy, studied law under William M. Bliss for a brief period, and then engaged in practice. At the age of thirty-two he was elected to Congress, and there represented his Rensselaer County constituents from 1817 to 1819. Subsequently he was a Regent of the University of the State of New York (1830-1834), a trustee of Union College, Recorder of the City of Troy (1834-1838), and was appointed Circuit Judge of the Third Circuit in 1838. He was also a Justice of the Supreme Court, and Vice Chancellor of the Court of Equity (Chancery). At one time he was associated with David L. Seymour in general practice.

Seymour a Power in Congress—David L. Seymour was born at Wethersfield, Connecticut, in 1803. In 1826 he was graduated from Yale, but elected to spend four years more at the Yale Law School. In 1830 he was admitted to the bar, and during the same year he came to Troy and began the practice of law in the office of Hon. John P. Cushman, one of the most able counsel of his time. Two years later Mr. Seymour was taken into partnership. In 1835 he became a Mem-

ber of Assembly, and later accepted the office of Master in Chancery offered to him by the Governor. In 1843 he was elected a member of the Twenty-eighth Congress, and was named a member of the Committee on Ways and Means. Prior to this, in 1839, he had served his county well as District Attorney. In 1867 he was elected as a delegate-at-large to the State Constitutional Convention of 1867-68. His death occurred in October of 1867. While engaged in private practice, Mr. Seymour was associated at different times with three great lawyers: John P. Cushman, George Van Santvoord and Charles R. Ingalls. When Mr. Ingalls was called to the bench, Mr. Seymour took as his partner his son-in-law, Charles E. Patterson.

Chosen to High Positions—Charles E. Patterson was one of the most important lawyers in Troy in the eighteen-eighties. He was sent to the Assembly in 1881, and was Speaker of the Assembly in 1882 and 1883. In 1902 he was the candidate of the Democratic Party for Justice of the Supreme Court against Wesley O. Howard, who was then elected to the place on the bench which he has held since. George Van Santvoord was a member of the State Assembly in 1856, District Attorney in 1859, and the author of "Lives of Chief Justices of the United States Supreme Court." Mr. Van Santvoord's son, Seymour Van Santvoord was named after David L. Seymour. He followed in his father's footsteps and became a noted lawyer, a distinguished advocate and public speaker and a talented author. Mr. Van Santvoord gave able service as Public Service Commissioner of the State of New York, under appointment of Governor Sulzer. He previously served as counsel to Governor Dix.

Charles R. Ingalls was born in Greenwich, New York, September 14, 1819. He read law in the office of his father, Judge Charles F. Ingalls, and was admitted to the bar in 1844. In 1853 he represented Washington County in the Assembly, being the only Democrat, except his father, who ever represented that county as a whole, after which he practiced law in Greenwich with his father and brother until 1860 when he came to Troy and entered into a partnership with David L. Seymour. The partnership lasted four years, until shortly after Mr. Ingalls became a Justice of the Supreme Court of New York State, his election and elevation taking place in 1863. In 1870, as Justice of the Supreme Court, he became a member of the Court of Appeals of New York State. In 1877 Judge Ingalls was appointed by Governor Robinson as a member of the General Term of the Supreme Court of the First Department. Judge Ingalls' incumbency on the Supreme Court bench covered a period of twenty-seven consecutive years and he was the beloved dean of his professor in the county at the time of his death in 1908. In his whole career as a justice he was never reversed on a question of the admission of evidence.

George Gould was born at Litchfield, Connecticut, in September, 1807, being the fifth son of Judge James Gould, and was educated at Yale College and at his father's famous law school. In 1829 he removed to Troy and was admitted to the bar the following year. He began prac-

ticing immediately and continued with successs until his elevation in 1855 to the Supreme Court bench, which office he held for eight years; having been the successful candidate of the American (Know-Nothing) Party. In 1860 he edited and adapted his father's famous treatise on the "Principles of Pleading." In speaking of him, Franklin J. Parmenter, a brilliant Trojan lawyer, said: "His industry, his classical scholarship, his quick perception of legal principles, his readiness to turn them against an adversary, combined with his great natural abilities, brought him to the front rank of his profession. He held many offices, more of trust than of profit. Our citizens, in 1852, gave proof of their esteem and confidence by electing him for their mayor." Judge Gould's death occurred in Troy December 6, 1868.

Franklin J. Parmenter, who, during the Centennial Celebration of 1889, delivered this tribute on the life and work of George Gould, was himself an able lawyer in addition to being a poet and writer of attainments. He was admitted to the bar in 1852, and practiced for many years in Troy and its environs. His only public office was that of Police Justice of the city of Troy, which he ably filled from 1860 to 1864. Mr. Parmenter's Dickensian poems, which originally appeared in "Harper's Weekly," were widely copied, reviewed, and praised in England upon Dickens' return from his second American lecture tour. Franklin J. Parmenter was a younger brother of another well-known Trojan lawyer, Roswell A. Parmenter, who for many years was a partner of Judge Isaac McConihe. The names of Judge McConihe and his son, General John McConihe, are likewise names to conjure with in local legal circles. Roswell A. Parmenter became one of the most noted lawyers in eastern and northern New York State. He gave excellent service as city attorney for the years 1853 to 1854 inclusive, and again from 1871 to 1883 as he did also during his term of State Senator in 1874-5. From 1886 to 1890 he was Corporation Counsel.

Political Leader Nearly Thirty Years—Gilbert Robertson, Jr., Troy's undisputed Republican leader between the years 1865 and 1893, was born in Argyle, New York, in 1815. He was graduated from Union College in 1837, and completed his legal studies in Troy in the offices of Hayner & Gould. In 1843 he was admitted to the bar and at once became a partner of Judge McConihe, with whom he remained in practice for many years. In 1847 he was appointed by the Governor of the State a Justice of the Justices' Court of Troy, holding this office for six years, during four years of which he also served as Police Justice. He was Recorder of Troy from 1852-1856, and for the decade following 1859 he served as County Judge of Rensselaer County. In 1869 he received the federal appointment of United States Assessor of Internal Revenue, representing the Fifteenth District of New York, and from 1874 to 1886 gave able service as Postmaster of Troy. He was the leading Republican figure in Rensselaer County for twenty-five years, and it has been said that "his commanding influence was also strongly felt in State political circles." The school system of Rensselaer County was the object of his special interest, and he worked untiringly

for its betterment and advancement. Through his influence the amount of public moneys appropriated for schools was doubled, and this paved the way for the adoption of the present system.

Grand Old Man of Troy—Martin I. Townsend, "the grand old man" of Troy's legal fraternity, as he was often called, was born in Hancock, Massachusetts, on February 6, 1810, and was graduated from Williams College in 1833. During the same year he removed to Troy, and for a year and a half read law in the office of Henry Z. Hayner. In 1835 he became clerk in the law office of his elder brother, Rufus M. Townsend, who was declared to be "the perfection and ideal jury lawyer of his time." In 1836 he was taken into partnership, which association continued for many years, and during this time he started on his career as orator and *littérateur* extraordinary. From 1842 to 1845 he was District Attorney for the County of Rensselaer, and served two terms as a member of the Common Council of Troy in 1842-3 and 1856-58. Mr. Townsend was a man of strong political convictions, and a movement which led eventually to the formation of the Republican Party was really started by him back in 1848, when Mr. Townsend with two other Trojans organized the first Free Soil meeting in the United States. The movement spread rapidly, resulting in the formation of the Free Soil Party, and out of that movement grew the Republican Party. Martin I. Townsend was a delegate-at-large to the Constitutional Convention of the State of New York in 1866-67, and so distinguished himself during the deliberations of that body that in 1869 he was nominated on the Republican State Ticket (without his knowledge) for the post of Attorney General. He was defeated, however, not yet being of sufficient political strength to thwart the machinations of Tammany Hall. In 1872 he was chairman of the New York delegation to the National Republican Convention in Philadelphia, and to Mr. Townsend goes the honor of nominating General Grant for the Presidency. It will be remembered that Horace Greeley was the candidate of the opposition. Mr. Townsend, in announcing the vote of New York State, said: "The Empire State, by the unanimous voice of her delegates, has instructed me to cast her seventy votes for that man of whom our distinguished fellow-citizen Horace Greeley has said, 'He never has been beaten and he never will be,'—Ulysses S. Grant." Mr. Townsend was made a Regent of the University of the State of New York in 1873 by an act of Legislature, in 1874 he was elected member of Congress, representing the Seventeenth Congressional District, and was reëlected to the same position in the Forty-fifth Congress in 1876. In 1879, on his sixty-ninth birthday, he became United States District Attorney for the Northern District of New York. In 1884 he was a delegate to the National Republican Convention, and placed in nomination the name of Chester A. Arthur for the Presidency. His powerful speeches and learned essays were always in great demand, "Harper's Weekly" often devoting columns of editorial praise to Mr. Townsend's forensic and literary abilities. His essay "Saxon and Celt" and his

address "Labor" are two of the most noted. Martin I. Townsend died March 8, 1903.

Ebenezer Smith Strait, another man whose name is inseparably linked with the legal history of Rensselaer County, was born in Stephentown, New York, in 1824. He did not begin the study of law until he was twenty-two years old, and three years later, in 1849, he was admitted to practice. He carried on his profession in Nassau, in Rensselaer County, for a time, and while there was chosen Superintendent of Schools, serving in this capacity five terms. In 1857 he represented his district in the State Legislature, and again in 1863. Four years later he was elected Surrogate of Rensselaer County, at which time he removed to the City of Troy. In 1871 he resigned from the office of Surrogate in order to accept the appointment of county judgeship made by the governor. His marked ability as a judge brought honor to him and to Rensselaer County, and Judge Strait continued to discharge the duties devolving upon him until his death.

Founder of Law Journal—The founder and the first two editors of the Albany "Law Journal" were Trojans. Isaac Grant Thompson, the founder and first editor, was born in Rensselaer County in 1840, taught school early in life, but later studied law and was admitted to the bar in 1865. His interest was from the first with the ethical and literary side of the legal profession, and to this end he devoted his time and ability. In 1869 he became city editor of the Troy "Daily Press," and engaged upon the compilation of some of his famous legal treatises. In 1870 he founded the Albany "Law Journal," and in 1871 began the publication of the "American Reports," both of which he continued as owner and managing editor until his death in 1879. His law treatises, digests, manuals and reports are still accepted as authoritative to-day. Upon his death the editorship of the Albany "Law Journal" passed to Irving Browne, who was already well known for his critical writings. Irving Browne was born in Oneida County, New York, in 1835, and was graduated from the Albany Law School in 1857. In the same year he came to Troy and entered into partnership with Rufus M. Townsend and Martin I. Townsend, which association continued until 1878. Upon Mr. Thompon's death in 1879 he became editor of the Albany "Law Journal," and so continued for many years. He was a well-known critic and the author of numerous books dealing with the various phases of law, drama, and aesthetic and literary criticism. An eminent jurist once wrote of him: "In my judgment he is not second to the most brilliant and effective writers, at home or abroad, in the department of forensic literature."

A Great Orator—William A. Beach was born at Ballston Spa, New York, studied law under the tutelage of his uncle, Judge Warren, in Saratoga, and was admitted to practice in 1833. He was District Attorney from 1843 to 1847, and in 1851 removed to Troy where he formed a copartnership with Job Pierson and Levi Smith, remaining in the firm until 1870. He held no public offices, devoting all his time to the work

of his large clientage, and was said by his contemporaries, among them Roswell A. Parmenter, to be "the equal of Cicero or Demosthenes in the power of brilliance of his oratory." In New York City and Washington his fame preceded him. While in the latter city arguing a military case for Governor Seymour of New York he was heard by that distinguished Washington lawyer Ransom H. Gillett, who wrote to the Albany "Argus" that he had heard all the great Americans—Webster, Clay, Calhoun—but none of them exceeded Mr. Beach in brilliancy or power. Certain it is that William Augustus Beach was the peer of all Trojan orators. Miles Beach, son of William A. Beach, also exerted considerable influence upon his times. He served as Mayor of Troy from 1868 to 1870, later becoming Justice of the Superior Court in New York City and Justice of the Supreme Court. William A. Beach, Jr., another son, likewise made his influence felt in local legal circles.

Thomas Clowes was born in Marblehead, Massachusetts, in 1791, and came to Troy about 1810. He studied law in the office of Ross & McConihe, in due course was admitted to the bar, and was the first man in Rensselaer County to engage in Chancery practice. He became a firm friend of Governor William L. Marcy and Mr. Seward. He practically ran through the gamut of political affiliations, having been brought up a strict Federalist, then becoming an Anti-Federalist, Republican, Bucktail, National Republican, Anti-Mason, Whig, Fusionist, and Republican. In those days of political upheaval, however, he retained his own strong convictions. He served as Surrogate of Rensselaer County from 1811 to 1827; Recorder from 1823 to 1828; County Treasurer in 1832; Canal Commissioner in 1856; member of Legislature; State Assessor in 1849; and Postmaster of Troy from 1849 to 1851, and again from 1862 until his death in 1866. Through his influence a system of sewerage was begun by the city; macadamized roads were built; and he advocated the purchase of Mount Ida for a public park. He also set out the trees in Seminary Park and Court House Park, and in countless ways worked for the advancement of the City of Troy and Rensselaer County.

The number of prominent lawyers in Rensselaer County during this period is legion, but lack of space forbids the inclusion of all their names and achievements. The following men, however, are deserving of more than passing mention, for in every case their activities reacted to the welfare of Troy and Rensselaer County. Cornelius L. Tracy was Surrogate of the county in 1840. Samuel G. Huntington was a member of Congress and gave exceptional service as a judge of the Court of Common Pleas. John L. Flagg, Mayor of Troy from 1866 to 1868, was a member of the State Legislature during the years 1868-69-70. James Forsyth, County Judge, was one time President of Rensselaer Polytechnic Institute. John H. Colby served as District Attorney in 1862. Benjamin H. Hall, a well-known writer, was City Clerk in 1858-59, City Chamberlain from 1874 to 1877, and again from 1884 to 1885. Giles B. Kellogg, called the "Nestor of the Rensselaer County

Bar," edited the Troy Northern "Budget" for ten years, was a trustee of Williams College, and served for many years as master and examiner of the Court of Chancery.

David Buel, Jr., was born in Litchfield, Connecticut, in 1784, and when he was fourteen years old removed to Troy with his father, who shortly became one of the foremost citizens and the third postmaster. David Buel, Jr., was graduated from Williams College in 1805, obtaining his legal education later in the offices of his brother-in-law John Bird of Troy, Daniel Jones and Mr. Beers of Albany, and finally with that able lawyer Abraham Van Vechten, the "Father of the Bar." He was admitted to the bar in 1808, and immediately began the practice of his profession in Troy. In 1818 he was appointed a judge of the County Court of Rensselaer County, retaining this office until his resignation in 1828. He died in 1860, aged seventy-six years.

Legal Lights of a Former Generation—Abraham B. Olin was born in 1809, was graduated from Williams College in 1835, was admitted to the bar in 1840, and formed a law firm with his brother Job Olin who died in 1854. Abraham B. Olin was Recorder of Troy from 1844 to 1848, was elected to Congress in 1856 and served until 1863, during which time he served as Chairman of the House Committee on Military Affairs, and in 1863 was appointed by President Lincoln a Justice of the Supreme Court, District of Columbia. He died in 1879. Esek Cowen and Moses Warren were foremost legal lights in Troy in 1865, the latter serving as Surrogate of Rensselaer County from 1863 to 1871. Edgar L. Fursman, County Judge, later Supreme Court Judge, was at one time a partner of Esek Cowen, James Forsyth, and Levi Smith, the latter of whom was closely identified with the bench and bar of Rensselaer County for nearly four decades. Amos K. Hadley was a valued member of the State Assembly from 1847 to 1849, and was Speaker of the Assembly two terms. Nelson Davenport, prominent alike in legal and industrial circles, was president of the Troy Young Men's Association in 1861. Job Pierson was Surrogate of Rensselaer County in 1835, one of the original directors of the Troy City Bank in 1833, and gave the official welcome to Martin Van Buren, President of the United States, upon his visit to Troy in 1839. Robert Henry McClellan, admitted to the bar in 1848, became Surrogate of Rensselaer County in 1855 as the candidate of the American Party, and held this office until 1860. George R. Davis, cashier of the old Troy City Bank, served as County Judge in 1838, was twice Speaker of the Assembly, and was Postmaster of Troy in 1848. He met death by drowning. Hiram P. Hunt, member of Congress; James M. Lansing, Surrogate; Moses T. Clough; Edward F. Bullard; John H. Colby, who served as District Attorney; Moses Warren, a strong character, who was Surrogate for several terms and President of the Central National Bank; Thomas Neary, for many years Police Justice; Justin Kellogg; John T. Hogeboom; John M. Landon, Police Commissioner and United States Commissioner; Richard C. Jennyss, Police Magis-

trate and District Attorney; John D. Willard, Judge of the Court of Common Pleas in 1834; Levi Simth, partner of William A. Beach, and subsequently head of one of the leading law firms, Smith, Fursman & Cowan; and Henry A. Merritt are other successful lawyers who flourished just prior to and during the Civil War, and since.

Francis Norton Mann, thrice Mayor of Troy, was born in Saratoga County, New York, in 1802, educated himself in the face of parental objections, was graduated from Union College in 1825, removed to Troy, finished his legal studies in the office of Samuel G. Huntington of Troy, and was admitted to the bar in 1828. He then opened an office in Troy, which he maintained for more than fifty years. From 1840 to 1845 he was one of the judges of the Court of Common Pleas of Rensselaer County. In 1847 he was chosen Mayor of the City of Troy, which office he held three times. His eldest son, Francis N. Mann, Jr., was graduated from Yale College in 1870 and from the Albany Law School in 1872, being admitted to the bar in the same year. He served as member of Assembly from the First District of Rensselaer County in 1879. Elias Plum Mann, the younger son, was graduated from the Rensselaer Polytechnic Institute in 1872, and in 1903 began serving as Mayor of Troy for three terms, as did his father before him. Lewis E. Griffith was City Clerk from 1871 to 1874 , following which he was Assistant District Attorney, District Attorney, and County Judge. He was especially active in the interests of the Civil War veterans, and served the Grand Army of the Republic as State Department Commander. Albert C. Comstock of Lansingburgh served his county well as Surrogate, member of Assembly, twice member of the State Senate, and Chairman of the Judiciary Committee. It was he who coined the famous phrase "Peanut Politics," which was much in use during the incumbency of Governor David B. Hill. John H. Peck, one time President of the Rensselaer Polytechnic Institute, served with Roswell A. Parmenter and William J. Roche as a member of the Constitutional Convention of 1894.

Second Governor from Troy—Frank S. Black, who will go down in history's pages as the man who completed the State Capitol, was a Trojan lawyer whose achievements accord him a place in Rensselaer County's Hall of Fame second only to that of the Hon. William L. Marcy. Mr. Black was a capable lawyer and a political genius; an orator who was a master of epigramatic expression. The year after his defeat as a candidate for the Constitutional Convention he was elected to Congress by a majority of 3,500. He served one term, and in 1896 was elected Governor of New York State. His pronounced executive ability and his tireless energy brought about the completion of the State Capitol at Albany which had been under construction for years. This was regarded as a notable achievement. He was the recognized Republican leader of the county for fifteen years. After his death in 1913 resolutions were drawn up and presented to the bereaved family. An excerpt from these resolutions reads:

> The memory is crowded with instances of the alertness, the promptitude, the determined energy which made the mental stature of this leader loom among men as did

his physical height. He spoke with authority, but it was not the authority conferred upon him merely by the favor and approbation of men, but the power that comes from native grandeur. We who have seen his growth from the time when he came to Troy as a struggling young student of the law, through his leadership of the reform movement which was like a moral revolution in this city, through his election to and service in Congress and his splendid administration of the affairs of the State in the Capitol at Albany, feel, while we can scarcely realize that he has gone from us, that we ne'er shall look upon his like again.

High in Public Preferment—The inevitable lassitude which affects all professions and vocations following any great national upheaval such as the Civil War and the late World War, seems to have had little if any effect upon the legal fraternity of Rensselear County. The same high standard of excellence has been consistently maintained since its inception before the Civil War. Prominent lawyers are still being called to fill responsible positions in the judicial and legislative departments of the County, State and Nation, and the ability with which they discharge the duties devolving upon them is on a parity with that evinced by the men whose records appear herein. The roster of Rensselaer County's Bench and Bar of to-day is filled with the names of lawyers whose ability, efficiency and probity are hardly to be equalled and certainly not excelled by any other county. The exigencies of an historical work of necessity preclude the listing of all these deserving names, those which follow appearing because of their legal or political prominence.

George B. Wellington, one time State Senator, served as Corporation Counsel during the incumbency of Mayor Elias P. Mann, from 1905 to 1911. He was appointed Senator on the death of Victor M. Allen in 1912 and was elected for the succeeding term to 1918. While Senator he put through a number of important measures, and his outstanding work as Corporation Counsel was in securing a substantial increase in the annual assessment against the Troy Union Railroad. He died January 31, 1921.

William J. Roche is one of the foremost representatives of the present day legal fraternity of Rensselaer County. He has served as City Attorney from 1883 to 1886, as City Comptroller from 1886 to 1890, was a member of the Constitutional Convention of 1894, and from 1890 to 1900 ably filled the position of Corporation Counsel under Mayors Whale and Molloy. Mr. Roche was one of the original appointees by Governor Hughes as trustee of Rensselaer County Law Library, and still continues in that office. His partner in private practice, Michael A. Tierney, was Judge of Rensselaer County for thirteen years, 1903-1916, succeeding to the office upon the death of Henry T. Nason, who was twice elected County Judge in 1896 and 1902. Judge Nason, who was a grandson of Martin I. Townsend, was a graduate of Yale, and a man of superior literary attainments. He died March 30, 1903.

John T. Norton, a graduate of Williams College, has been a member of Assembly, and was a nominee of the Democratic Party for Secretary of State and Associate Judge of the Court of Appeals of the State of New York—a signal honor. In 1904-5 he served as Corporation

Counsel under Mayor Hogan. Edward W. Douglas, a well-known lawyer, was one time president of the Chamber of Commerce of Troy.

Anthony P. Finder was admitted to the bar in 1890 and has practiced in Troy ever since, and at the present time (1924) is still actively engaged in practice. He was clerk of the Surrogate's Court from 1902 to 1907, inclusive; is a legal historian of marked ability; and for more than three decades has been one of the prominent Republicans in this part of the State.

Longest Term in One Office—A remarkable instance of long tenure in a single office by father and son is instanced in the case of Harvey J. King and his son Edwin A. King. The elder, who died January 31, 1911, at the age of eighty-seven years, served as Register and Assignee in Bankruptcy from the inception of that office in 1867 to 1898, when the present Bankruptcy Law went into effect, and his son became Referee and Trustee in Bankruptcy, in which he has continued since July 1, 1898. Their combined service covered a period of sixty-seven years to date, and Edwin A. King still continues in his office. In point of practice of the profession, Harvey J. King probably continued the greatest number of years, having been a member of the Troy bar sixty-two years when he died.

Thomas S. Fagan, admitted to the bar about 1884, was Judge of the City Court, and from 1900 to 1904 served as Corporation Counsel of the City of Troy. His death in 1923 in an automobile accident removed from the local legal fraternity one of its most able members.

Judge Pierce H. Russell, present Judge of Rensselaer County, was admitted to the bar in 1903, and from 1905 to 1911 served as Assistant Corporation Counsel of the City of Troy. He was elected County Judge in 1915, and is at the present time (1924) serving his second term. He is also Judge of the Children's Court, which was instituted in 1922.

Twice Chosen to Supreme Court—Wesley O. Howard, able as a lawyer, advocate and judge, is now serving his second term as Justice of the Supreme Court of the State of New York. He was elected Attorney of the Board of Supervisors in 1894, following which he was Supervisor. In 1896 he was elected District Attorney, being reëlected in 1899. In 1902 he was elected a Justice of the Supreme Court, and was reëlected in 1916. Justice Howard has acquired considerable fame as a writer upon questions of the day.

Among the lawyers of later years who have been honored by official position, or in other ways, are the successive Surrogates, Willis E. Heaton, a resident of Hoosick Falls, practicing in Troy; Calvin S. McChesney, who served in the Spanish-American War; and Chester G. Wager; Jarvis P. O'Brien, who served as Assistant District Attorney, for three terms as District Attorney, and was the candidate of his party for Mayor; Captain Edward Murphy, 2nd, junior member of the former leading law firm of Shaw, Bailey & Murphy (William Shaw and H. D. Bailey), and since the death of the latter in 1918, head of the firm of

Murphy, Aldrich & Guy, also President of the Troy Gas Company, and Vice-President of the Manufacturers' Bank; Thomas J. Guy, of the firm mentioned, a graduate of Yale, who served as Private Secretary to Mayor Francis J. Molloy, and succeeded Charles I. Webster as Corporation Counsel in 1917, and since continued in that office under Mayors Burns and Fleming; Abbott H. Jones, Police Magistrate, twice District Attorney, and Republican candidate for Mayor; Frederick E. Draper, Jr., State Senator in 1921-22, and Attorney for the Board of Supervisors; Andrew P. McKean, member of the Constitutional Convention of 1915; J. Albert Cipperley and William W. Morrill, in 1924 the two oldest members of the bar; Clarence E. Akin, who served both as Assistant and District Attorney; the late Esek Cowen, an able Troy lawyer who removed to New York City, but dropped dead at the Troy Club in January, 1900, while acting as attorney in a Burden patent royalties suit, being heard in local court; and the late James W. Coffey, who was appointed Private Secretary by Mayor Fitzgerald in November, 1882, and served under Mayors Fitzgerald and Whalen, being elected Comptroller for the term beginning January 1, 1900. The late John H. Peck served as President of Rensselaer Polytechnic Institute from May, 1888, until he resigned, January 16, 1901. Latterly he was associated in the practice of law with Joseph C. Behan. Harry E. Clinton, elected Mayor of Troy in 1923, is the first lawyer chosen as chief executive of the city in more than fifty years.

Bar Association—The Rensselaer County Bar Association was incorporated in 1901, but was not formaly organized until the early part of 1907. Justice Wesley O. Howard was elected President for the first year of the society's existence, and Judge Michael A. Tierney and Edward W. Douglass were elected first and second Vice-Presidents respectively. Ninety-seven attorneys of Troy qualified as charter members.

Law Library—The Rensselaer County Law Library was established in 1909 in the Court House, with William J. Roche, Lewis F. Griffith and Michael A. Tierney as Trustees. Messrs. Roche and Tierney continue in that office by successive appointment. After the formal opening of the Court House Annex, February 1, 1915, the library was moved to much larger quarters on the second floor of the Annex. Miss Clara E. Bowen has continued as Librarian from its establishment to the present time (1924). The Law Library has grown steadily until now it contains upwards of 6,000 volumes.

Illustrious with Honor—Rensselaer County can well be proud of the men who, past and present, have made law and jurisprudence their *metier* in the work of the world. From the year 1791 down to the present time—a period of one hundred thirty-three years—the members of the local legal profession have, by the very nature of their work, labored for the advancement and progress of Troy and Rensselaer County. With very few exceptions the civic and juridical positions which have fallen to Rensselaer County lawyers have been filled with

able men who have never known a selfish thought nor experienced an ulterior motive. No higher compliment could be paid the present Rensselaer County Bar than this: It recognizes and accepts its heritage of honor, and lives up to its ancient standards. In closing, the words of the "Grand Old Man," Martin I. Townsend, are especially fitting:

The legal profession is venerable with age and illustrious with honor. Every civilized nation, every state has produced lawyers of renown, some for their profound learning in legal lore, some for their brilliancy in oratory; some for both great knowledge and masterful eloquence. It may truthfully be said of the bar of Rensselaer County that its representatives have attained prominence in all these spheres. It has sent to the Bench of the Supreme Court some of the most profoundly learned and wisest judges; and it has produced some of the most eloquent pleaders who ever stood before the bar of justice in this country.

CHAPTER XXV.

NEWSPAPERS AND NEWSPAPER MEN

Sunday Newspaper Published a Century and a Quarter and Daily Three-Quarters of a Century—Introduction of Local News—Trenchant Pens Inspired by Great Questions—Editors Who Won High Preferment—Two Governors Newspaper Men—A County of Many Publications.

Rensselaer County principally from its county seat in the city of Troy, has ever been a leader in the newspaper field, its editorial influence and news dissemination extending throughout northeastern New York and the adjoining states. Scarcely more than half a century after the first publication in the State came into existence in New York City, the first Rensselaer County newspaper entered the field, and in the century and a third since, it is doubtful if any other county in the State, outside the metropolis, has exceeded this in the number and variety of news publications, a majority of which have long since passed out of existence. With few exceptions these papers, past and present, have set and maintained a consistent standard of efficiency and excellence, and in so doing have developed and sent forth men who have not only won high place in the fields of journalism and letters, but have frequently been accorded honors in diplomatic service, have received political preferment, and have entered into activities of national and even international scope. Troy newspapers and newspaper men have played a conspicuous part in the development of this section as well as in influencing public opinion on all the questions of the day and in recording the progress of events.

Newspaper editing and publishing have passed through transitions similar to those in other parts of the East. Many of the early publications were the result of some political movement or propaganda, with as transient an existence as the energizing force from which they sprang, coming and going like candlelight in a breeze. Others, in the days of a more personal journalism, were but the mouthpieces of men of vigorous opinions which passed out of existence when their pens were laid aside or directed to other fields. Still others, accommodating themselves to changes in journalistic ideals and service, have continued in forms altered to meet the needs of the succeeding generations.

Introduction of Local News—Early newspapers had little semblance to their present day successors; at first being confined largely to comment and miscellaneous information, next including belated accounts of events, principally in foreign countries, and then, during the fall and winter of 1849-50, James M. Stevenson, proprietor of the Troy "Whig," employed John M Francis a young printer recently inducted into the field of journalism, to organize and maintain a department of local news, a feature hitherto unknown to newspapers. Mr. Francis further developed the idea when in the following year he founded the Troy "Daily

Times," a prototype of the modern local newspaper which soon expanded into a wide field.

In like manner Col. Charles L. MacArthur, fresh from Civil War service as brigade and division quartermaster with two brevet promotions, returned to the editorial work in which he had had considerable previous experience, and established the Troy "News" as the first Sunday paper in Troy and in the State, outside of New York. It was almost the first Sunday paper in the country that was a newspaper, as theretofore such papers were largely devoted to sentimental fiction and miscellany. After selling the "News" he entered daily newspaper work, but when the "News" in other hands failed to meet the needs of Sunday journalism, he reëstablished the Troy "Northern Budget," suspended during the war, and with success from the start, until the "Budget" remains to-day as one of the oldest newspapers in the country.

At the present time there are nine daily and weekly newspapers published in the county, beside several periodicals, magazines, trade papers and school publications. Although newspapers of the larger cities, especially the metropolis, are circulated here to a considerable extent, Rensselaer County and this section of the State on the whole remain loyal to its home newspapers, which, being provided with every modern equipment and news service, are in a position to serve the local readers more promptly with the latest information.

Inspired by Great Questions—During the administrations of Presidents Jackson and Van Buren, and on to the formation of the Republican party, the election of Lincoln as President, and through the Civil War great questions agitated the public mind and their discussion was the subject of vigorous editorials in which the lines between rival newspapers were closely drawn. The political parties were in a state of transition which was frequently reflected in the newspapers themselves. A striking local instance was that of the Whig, organized July 1, 1834, as an organ of the newly denominated party: but about 1850, when the American or Know Nothing party flourished, it took up the advocacy of its doctrines under Franklin B. Hubbell, succeeding Abraham Fonda, one of the strong men of Troy journalism. For a few years prior to 1862 it advocated the principles of the Democratic party under George Abbott, but when sold in 1863 to Hugh W. Greene and George C. Hill, of Massachusetts, it was edited in the interests of the Republican party. Newspaper controversies during that period and later into the 'seventies and 'eighties were frequent and acrid, the editors essaying their most vigorous style with direct and incisive force, occasionally breaking into epithets to the enjoyment or disgust of readers according to temperament or persuasions.

The First Newspaper—Being the older settlement, Lansingburgh was the home of the first newspaper in the county and indeed had its individual publications down to the time it lost its identity as a village in the enlarged city of which it is now a part. The first newspaper to be published in the county was the "Northern Centinel" and Lansingburgh

"Advertiser," a weekly, published in Lansingburgh by Claxton and Babcock. The paper was first issued on Monday, May 21, 1787, and was made up of four sheets, 17x20 inches in size. In June of this year, since as yet there were no newspapers in Troy, Benjamin Thurber, Troy's first storekeeper, inserted the following advertisement:

Benjamin Thurber Hereby acquaints the Public that he continues to sort his New Cash Store, at the Sign of the Bunch of Grapes, at the Fork of Hossack Road, near Mr. Jacob Vanderheyden's, with East, West India, and European Goods of all kinds. For which he will receive, in lieu of Cash, black salts, shipping furs, wheat, corn, rye, butter, cheese, flax, and flax-seed, tallow, hogs' lard, gammons, pork, beeswax, and old pewter. He also continues to receive ashes, as usual, to supply his new erected pot and pearlash factory, and will pearl black salts in the best manner on equitable terms; and also will give the highest price for black salts.

N. B.—A number of new French muskets for sale at the above store.

The Oldest Publication—In 1788, after a career of only nine months, the "Northern Centinel" and Lansingburgh "Advertiser" was discontinued. It was immediately succeeded by the "Federal Herald," published by Babcock and Hickok, which after three years, was followed by the "American Spy," published by Sylvester Tiffany. On June 30, 1797, the "Northern Budget" entered the field, published weekly by Robert Moffitt & Co., at Lansingburgh. This paper was destined to outlive its contemporaries and most of its followers, and has, at the present writing, reached its one hundred and twenty-eighth year and is the oldest newspaper in Rensselaer County and one of the oldest in the State. Its career was interrupted for five years during the Civil War period. Ten months after its maiden effort appeared it removed to Troy where the publication was continued in a building "on Water Street, four doors north of Pierce's Inn." At this time the weekly expense of the establishment was thirty dollars. Twenty-eight years after locating in Troy the name of the weekly was changed to the Troy "Budget and City Register," and again two years later to the Troy "Budget." Up until 1840 the paper had been published as a weekly and a semi-weekly. It then changed to a daily under the different names of the "Daily Troy Budget," in 1845 the "Northern Budget," in 1859 the "Daily Budget and Union" and still dater the Troy "Daily Budget." In 1862 the publication was temporarily suspended. Meanwhile, during this sixty-five-year period of achievement, the "Budget" had also served as a stepping-stone to success and national prominence for some of its most able workers.

The name of Col. Charles L. MacArthur is almost synonymous with that of the "Budget," for the fortunes of both were so closely allied that the success of the one depended upon the success of the other. In 1847 he joined an equally brilliant contemporary, John M. Francis, in the purchase of the "Budget." Prior to this Colonel MacArthur had worked his way up in journalism from a lowly printer in the Watertown "North American" to the city editorship of the New York "Sun" and the managing editorship of the "Budget." He remained with the "Budget" until his almost superabundance of nervous energy forced him to leave and to begin that ever-fascinating task of establishing and improving another newspaper. Thus, in 1859 he instituted the Troy "Daily Arena," and,

after bringing it up to the MacArthur standard, he sold it in 1861 in order to play an important part in the Civil War. Upon his return to Troy in 1864 he established the Troy "News," the first Sunday paper in the State outside of New York City, which he sold in 1866, having become joint owner and editor of the "Daily Whig." When the "News" in its Sunday field seemed on the wane, he turned his attention to the dormant "Budget," which had been sleeping off the effects of "too much copperheadism" preceding the war, and revived it March 24, 1867. Under Colonel MacArthur's leadership the "Budget" soon became one of the foremost Sunday journals in the State. Colonel MacArthur, as an organizer, had few equals; while, in the days of personal journalism, his vigorous editorial pen and facility in describing his travels, gave him many readers. Col. Arthur MacArthur, after the death of his father, October 8, 1899, continued the publication under the policies instituted by him until his own death in December, 1914, when it passed to the control of his son, Capt. Charles A. MacArthur, who was associated in its ownership with his sister, Mrs. Susan MacArthur Peek. Captain MacArthur was called to service in the World War in 1917 as commander of Company A, 105th Infantry, and in January, 1919, the interests of the MacArthur family were sold to Curry and MacNaughton. It is interesting to note that three generations of the MacArthurs were in military service as well as newspaper publishers: Col. Charles L. MacArthur in active service as noted in the Civil War, Col. Arthur MacArthur serving on appointment by Governor Black as New York State Paymaster General at the front during the Spanish-American War, and Major Charles A. MacArthur gaining promotion and decoration for his service with the 27th Division in the late World War. Col. Arthur MacArthur was chosen to the highest office of the Knight Templars, becoming Grand Master of the Grand Encampment. Marshall F. Hemingway, a veteran newspaper man and prominent in Masonic and fraternal circles, who died in 1920, filled for twenty years the exacting position of city editor for the "Budget." This venerable journal, now in its one hundred and twenty-eighth year, is published and ably edited by Thomas H. Curry and Albert A. MacNaughton.

Longest in Field as a Daily—The Troy "Daily Times," which antedates the Civil War by a decade, is the only daily news vehicle of corresponding age in the county, and perhaps in the whole State, that has the distinction of remaining in one family from the day of its inception up to the present time—a period covering nearly three-quarters of a century. John M. Francis, the founder, had engaged in newspaper work in all its varied phases, rising from typesetter on the "Ontario Messenger" (Canandaigua, N. Y.) in 1838 to editor and part owner of the Troy "Daily Budget" in 1846 when he was but twenty-two years of age. While connected with the "Budget" he distinguished himself as a fearless political writer, joining the Free Soil wing of the Democratic party when the split came, and introduced two new features which have subsequently become popular with all newspapers, that of summarizing the news and establishing a local news department. Mr. Francis withdrew

from the "Budget" in 1849, removing in 1850 to New York City, where he became interested in the O'Reilly telegraph project.

In 1851 Mr. Francis returned to Troy, and after a brief time with the "Morning Whig," established the Troy "Daily Times," which with the executive ability and business sense of Henry O'Reilly Tucker, who came to the paper as a partner three years later, soon grew to be one of the most powerful news and editorial organs in the State. When the Republican party was formed Mr. Francis became one of its earliest members, and continued a most influential advocate of Republicanism throughout his lifetime. Editorially, the "Times" has always upheld the government and has been especially aggressive in attacking its enemies. The fearless and vitriolic editorials in support of the draft measure during the Civil War brought down the wrath of an anti-draft mob in July of 1863. With characteristic mob violence the office and machinery were wrecked and the type scattered or thrown into the Hudson. Nothing daunted, the "Times" management began the issue again in less than a week and became more implacable, if possible, toward the enemies of the Lincoln administration. In 1871 the Times Building at Broadway and Third streets, considered a model when erected, was built, but was partially destroyed by fire six years later, after which the building was completely remodeled. John M. Francis was a member of the State Constitutional Convention in 1867-68. In 1871 he was appointed by President Grant as United States Minister to Greece, representing the Government at the Court of Athens until 1873. Later he was Ambassador to Austria-Hungary. His death, in June, 1897, placed his son, Col. Charles S. Francis, in charge of the "Times." Col. Francis, also an able editor, by remarkable coincidence filled the same diplomatic posts as his father, both in Greece and Austria-Hungary, thirty years after his father's incumbency. The son continued the newspaper policies so well established by the founder. Col. Charles S. Francis' death, December 1, 1911, left the newspaper in the control of his widow and two sons, John M. Francis and the late Pomeroy T. Francis. November 1, 1916, John M. Francis took over the "Times," in partnership with William H. Anderson, a product of the establishment who had risen from newsboy to the position of business manager. The editor, James H. Potts, a man of superior journalistic attainments, developed in the same school, is the capable successor of a line of notable managing editors.

Among the men of the "Times" who have attained especial prominence, the name of John A. Sleicher stands out as perhaps the best known of Troy newspaper men, except John M. Francis, the founder, who had such a large influence in national affairs. After several years' experience as editor on the Troy "Press" in the early 'seventies, he went to the "Times" as an editorial writer, where his pen brought both him and the paper further recognition. Upon leaving the "Times" he won journalistic honors as the manager of the Associated Press, and later, still greater distinction as the editor and proprietor of "Judge" and "Leslie's Weekly." May 5, 1921, at the height of his career, he died.

Others who served on the editorial staff of the "Times" at various times in its long career attained prominence in the journalistic and other fields. William E. Kisselburgh, one of its oldest editors, was, in 1881-3, associated with John M. Francis, his son, Charles S. Francis, and John A. Sleicher, then city editor, under the firm name of John M. Francis, Son and Company. Henry L. Lamb, managing editor at one time, became State Superintendent of Banks; Edward S. Van Zile, known as a poet and a dramatic writer, did his first reportorial work here; William S. Mead is now secretary of the Hartford Chamber of Commerce; Francis T. Patton, early a teacher at the Troy High School, became connected with Troy newspapers and finally went to the New York "Sun," of which he was an editor for thirty years; William H. Merriam and William H. Owen went at different periods to the New York "Herald"; W. Oscar Carpenter was for years dramatic and musical critic as well as a sports writer, and died in the service of the Troy "Budget"; John Johnson, afterward became editor of the Troy "Press"; Charles S. Collins and A. L. Blair were able editorial writers; and Charles V. Waters went from the "Times" to the Cincinnati "Post-Star" and is now on the staff of the Philadelphia "Ledger."

William B. Wilson was, successively, clerk, book-keeper, assistant business manager and business manager for the "Times," having rounded out fifty-seven years of continuous service when he died on September 16, 1922. As a telegraph operator he was the first person in Troy to learn of Lee's surrender and the end of the Civil War, and broke up an immense public meeting in behalf of the Christian Commission with his electrifying news David S. Hasbrouck came to the Troy "Times" in 1878 where he remained until his death on August 27, 1922, ably filling the positions of telegraph news editor, editorial writer and managing editor during his forty-four years of service.

Many Years an Editor—The Troy "Observer," a Sunday paper, was published for the first time October 15, 1876, by William V. Cleary. In 1878 it was purchased by A. B. Elliott and merged with the "Sunday Trojan" under the name of the "Trojan-Observer." The latter was conducted by Mr. Elliott until the following year, when it was purchased by Michael F. Collins, then but twenty-five years of age, whose previous experience was with the Troy "Weekly Press," the Troy "Sunday Telegram," and the Troy "Press." While working for the "Press," when the proprietor, Jerome B. Parmenter, ordered his employes to give up their affiliation with Troy Typographical Union No. 52, Mr. Collins joined seven other printers in a strike and walkout, and with these men founded the Troy "Evening Standard," with which publication he remained until his purchase of the "Observer." For forty-five years under Mr. Collins' leadership the "Observer" has maintained its individual crispness of style and its advocacy of Democratic doctrine. The "Observer" is now the third oldest publication in the county; almost fifty years having elapsed since its first issue. Mr. Collins, with his years of experience, is one of the vigorous editors in the county. His political life compares favorably with that of his chosen profession, for he served as State Sena-

tor three terms and one term as Member of Assembly. Thomas A. Keith, for a number of years a member of the "Observer's" editorial force, came to Troy in 1871 to do reportorial work on the Troy "Whig," where he remained for several years. In the same capacity he worked for both the Troy "Times" and the Troy "Press," and finally became attached to the "Observer" in 1886 as managing editor. In 1892 he severed his connection with the "Observer" to become editor and proprietor of the Troy "Telegram." Later he went to New York City on the editorial staff of the "World," and subsequently that of the "Times." Following his connection with the "Times" he became press agent for the New York, New Haven and Hartford Railroad, and at the present time is secretary to William Barnes, Jr.

Covering the News Day—A coterie of citizens who felt that there was need in Troy for a strong and independent morning newspaper, at a time when that field was vacant, organized a stock company to issue such a publication and Easter Monday, April 4, 1896, the first number of the Troy "Morning Record" appeared, with Francis W. Joslin, of Utica, an experienced newspaper man and able writer then doing editorial work on the Troy "Times," as editor. The morning newspaper had not been particularly successful theretofore in this highly industrial city, but the "Morning Record" maintained its position until December 7, 1899, when the Troy "Evening Record," a penny daily, was started by the same company largely through the instrumentality of the late Postmaster Joseph A. Leggett, and since, both editions of the paper have been published with success. The publishing corporation was expanded and a modern individual newspaper building was erected at the corner of Broadway and Fifth Avenue, being occupied April 17, 1909. Upon the death of Mr. Joslin in September, 1915, Dwight Marvin, who had transferred in September, 1907, to the "Record" after a few months' experience on the "Times," succeeded him as managing editor of both editions. On the staff of the "Record" at the present time is the oldest active newspaper man in Troy, in years of service, Philip H. Sullivan, formerly on the staff of the "Evening Standard." William H. Engel, one of the newspaper publishers of Lansingburgh as a young man, was the first city editor of the evening paper, going to the staff of that publication in 1898 after being city editor of the Troy "Sunday Observer." His death in 1922 brought to a close nearly fifty years of newspaper work.

City of Many Newspapers—Troy and Rensselaer County can well be proud of the record they have made in the newspaper field. Hundreds of publications have come and gone—have come when certain civic, political, or religious needs made their publication urgent and necessary—have gone when that need was no longer evident. Many of the publications lasted for years, and a few are still fulfilling their several destinies. With hardly an exception each newspaper, past and present, has been intelligently and carefully issued, with genius often guiding the editorial pen.

Two Journalistic Governors—Men who received their reportorial or editorial training on Troy newspapers have gone forth to other journal-

istic fields gaining success for themselves and honor for the place of their nativity. Two of these men have been recipients of the highest distinction that New York State can bestow upon her deserving sons—the State Governorship. The first of these was William Learned Marcy, a man of parts, editor, lawyer, soldier and statesman, who, following his connection with the then anti-Federal organ, the Troy "Budget," was in succession: Adjutant General of the State of New York, State Comptroller, Judge of the Supreme Court of the State, United States Senator, thrice Governor of New York State, Secretary of War in the cabinet of President Polk and Secretary of State in the cabinet of President Pierce. He retired from the last named office in 1857 and died the same year at Ballston Spa. The second of these two men was Frank S. Black, whose training in newspaper work on an Amsterdam publication came to an abrupt halt when he was firmly requested to leave following an ecstatic editorial he had written in behalf of Blaine while the editor, politically opposed to candidate, was away on a vacation, thoughtlessly leaving the young Blaine enthusiast in charge. Following his dismissal Frank S. Black came to Troy to study law, and while engaged in his studies, he worked as a reporter of the Troy "Whig." His meteoric rise in politics, after his admission to the bar, took him from the Troy Committee of Public Safety to the United States Congress where his natural qualities for leadership brought him into prominence. In 1896 Mr. Black became the Governor of the State, being elected by a plurality only exceeded by that given Governor Smith in 1922.

Early Lansingburgh Sheets—Lansingburgh, in addition to the earliest weeklies previously mentioned, was also the natal place of the following newspapers:

The Lansingburgh "Gazette," a weekly, first published by Gardiner Tracy on September 12, 1798, and which ran for twenty-eight years until the name was changed to the "Rensselaer County Gazette." The paper underwent another change of policy and name, and until the fall of 1828, when it was discontinued, it was known as the Lansingburgh "Democrat and Rensselaer County Gazette." A new series of the original "Gazette" began in December of 1826 with Edward J. Van Cleve as publisher, and was finally discontinued in 1883 after many changes of editorship and ownership.

The "Farmers' Register" appeared on January 25, 1803. In 1806 it was removed to Troy.

The "Democratic Press and Lansingburgh Advertiser" entered the field January 13, 1838. Later the name was changed to the Lansingburgh "Democrat," and finally to the "New Advertiser." It was discontinued July 12, 1861.

Following is an additional list of Lansingburgh's early publications, all long since discontinued:

The "Literary Cabinet," established in 1841 by James Peck.

The "Golden Rule," (monthly), first published in 1844 by the Rev. Rolla J. Smith; published three years later as the "Young Ladies' Messenger."

The "Antiquarian & General Review," (monthly), edited by the Rev. William Arthur in 1847; discontinued the next year.

The Lansingburgh "Daily Gazette," managed by Mitchell & Kirkpatrick. First issued January 3, 1860; discontinued after one week.

The "Semi-Weekly Chronicle," first published on April 6, 1864; subsequently called the Lansingburgh "Chronicle and Family Guide," and still later the "Weekly Chronicle and Watchman." Removed to Cohoes about 1869.

"Our Little Paper," (weekly), published by E. D. Ayres in 1872; discontinued the following year.

The "Enterprise," appeared in 1873.

The Lansingburgh "Courier," established in 1875 by Isaac L. Van Voast and William H. Engel. During its final years was owned and edited by Charles Van Sciver. Discontinued about 1909.

First Daily in Troy—The year that brought the advent of the first newspaper in Troy was probably that of 1791, although no tangible proof can be offered except that the one copy extant of this early paper, the "Recorder," under the date of August 18, 1795, is number 208, Volume 4. The size of this earliest of Troy newspapers was small, measuring only eleven and one-half by eighteen inches, and was first printed "by one George Gardner down by the Court House."

The "Recorder" was soon followed by the "Farmer's Oracle," whose initial appearance in Troy, Tuesday, January 31, 1797, was under the management of Luther Pratt. The "Oracle" was published in a building on Water Street, opposite the ferry. Previous to locating in Troy the paper had been issued at Lansingburgh. The venture in Troy was shortlived, its publication being discontinued in 1798. The "Northern Budget," likewise a Lansingburgh publication, following the lead taken by the "Oracle," removed to Troy in May of 1798.

The third paper to be established in Troy was the Troy "Gazette," and was first published September 3, 1802, by James Collier. It was discontinued about 1809.

The "Farmers' Register" was the third Lansingburgh journal to join in the general exodus to Troy. It was originally begun in Lansingburgh in 1803 where it was regularly published for three years. In 1806 it came to Troy.

The Troy "Post" was organized in 1812, and the Troy "Sentinel," a Republican organ, in 1823. The Troy "Daily Sentinel" had the distinction of being the first daily newspaper to be published in Troy, the publication beginning May 1, 1830, and continuing as a daily for more than a year when it was changed to a semi-weekly.

Early Publication—Other early newspapers of Troy are as follows, arranged chronologically, in the order of their establishment:

The "Fowler," established in April, 1824; was followed one year later by the "Evangelical Restorationist." The Troy "Review and Religious Musical Repository" was first published January 4, 1826, and was followed two months later by the "Reflector." The "Evangelical Reposi-

tory," and the Troy "Republican," (anti-Masonic) were both established in 1828. The "Northern Watchman," first published in 1831, was changed to the Troy "Watchman" in 1832. The "Gospel Anchor" was first issued in 1831. The Troy "Daily Press," succeeding the Troy first issued in 1831, preceding the Troy "Statesman" and the Troy "Press" (a weekly) by one year. The Troy "Daily Press," succeeding the Troy Daily "Sentinel," began publication February 11, 1833. The Troy "American," an anti-Regency organ which lasted about one year, was established September 18, 1833. The "Botanic Advocate" was first issued in 1834.

The Troy "Daily Whig" had its initial publication July 1, 1834, succeeding the Troy "Daily Press" and the Troy "American." In 1882 the name was again changed to the "Morning Telegram." The Troy "Whig" brought forth many exceptional journalists during its existence. Alexander G. Johnson, editor of the "Whig" in 1864, was a capable editor and a man of dominant personality. In 1868 another forceful writer and careful manager took charge, Alexander Kirkpatrick, former owner of the Lansingburgh "Gazette." Mr. Kirkpatrick severed his connection with the "Whig" after ten years of successful labor. When the "Whig" lost its identity by merging with the "Morning Telegram," William C. Cozier became the owner and the director of the new regimé. Prior to this he served as a reporter in 1877 on the "Evening Standard" and had also had experience on the "Catholic Weekly." In the 'nineties he went to New York City and associated himself with the "Mail." Later he was placed in charge of the advertising department of the New York "Sun." His subsequent positions have been: Commissioner of Gas and Electricity for the city of Brooklyn, General Advertising manager for R. H. Macy and Company, and finally, a position on the staff of the New York "Sun."

The "Trojan," a penny daily, appeared December 23, 1834. The "State Journal" was first published in 1836 and changed to the "New York State Journal" the following year. The Troy "Daily Mail," first issued November 15, 1837, was merged with the "Whig" three years later. The Troy "Daily Bulletin" was established in 1841, and the Troy "Daily Herald" in 1842. The "Aquarian," and the Troy "Temperance Mirror," were both established in 1843. The publication of the Troy "Daily Post," a penny paper, was begun October 1, 1843; succeeded three years later by the "Rensselaer County Post." The "Family Journal," first issued in 1844. was succeeded by the "New York Family Journal" four years later, which in turn became the Troy "Family Journal" in 1851. The "Trojan," a weekly, appeared in 1845, closely followed by two new publications, the Troy "Daily Telegraph" and the "Rensselaer County Temperance Advocate." The Troy "Commercial Advertiser" was established in 1848. The "Old Settler," a monthly, first appeared in 1851 with a contemporary, the "Unique," a semi-monthly. The Troy "Daily Times" started on its long career with its first issue on June 25, 1851. "La Ruche Canadienne" was established during the same year. "Our Paper," first issued in 1853.

Two new publications were begun in 1854: The Troy "Daily Democrat," and the Troy "Daily Traveller," the latter being the successor of the Troy "Daily Post." The Troy "American" appeared in 1857, and "Fisk's Family Journal" the following year. The year 1859 brought the advent of the "Daily Arena," published by MacArthur & Fonda. In 1861 it was published by A. A. Fisk with A. G. Johnson as editor. During the same year it was purchased from Colonel MacArthur by two brothers, Franklin and Charles File, both of whom subsequently removed to New York City; Charles to become well-known on the staff of the New York "Sun," and Franklin to gain prominence through his connection with "Art-Graphic," the first illustrated paper to appear in New York. The Troy "Daily Express" entered the field in 1859, with the Troy "Morning News and L'Aigle Canadien" appearing the next year. The Troy "Daily Union" was established in 1861; the Troy "City Democrat" in 1862.

Absorption and Extinction—The "Daily Troy Press," a popular Democratic journal destined to a long but erratic life, was first issued on February 11, 1833, by William Yates. Again in 1863 during the Civil War it was revived by A. S. Pease, a veteran newspaper man, but failed in 1867, after which Mr. Pease published it as a weekly on Fridays. In 1870 Mr. Pease severed his connection with the "Press" and went to Saratoga Springs as the editor and proprietor of the Saratoga "Sun," remaining there for twenty-five years. He was a fluent, original writer, a good orator, and very prominent in State politics. He died at Saratoga Springs. In 1868 the Democratic party revived the "Press" with Jerome B. Parmenter as editor and half-owner. A few months later Charles C. Clark purchased the other half-interest. He died in 1873, leaving Mr. Parmenter as sole owner. Mr. Parmenter was an eminent editor and likewise distinguished in law, politics, and in the military, having served with honor in the Civil War. But he was an exceptionally headstrong and self-willed man, and April 2, 1877, seven of his compositors unable to accept and abide by one of his ultimatums in regard to union affiliation, left. In October of that year they established a paper of their own, the Troy "Evening Standard," which was received with instant favor in view of the conditions under which it was organized. In 1888 Henry O'Reilly Tucker, one of the ablest newspaper publishers of his day, purchased the "Press" and continued its publication until his death in 1909. His brother-in-law, John Brunelle, of Utica, formerly of the Troy "Times" staff, aided Mrs. Tucker in its management until January 1, 1912, when William Connors merged it with the "Evening Standard" under the name of the Troy "Standard-Press." It finally suspended publication February 1, 1915. During its career the "Press" brought forward many brilliantly endowed men among whom were John S. Cronin, one time city editor, and Henry McMillen, a journalistic celebrity of Troy for many years. Mr. McMillen's early reportorial ability was gained in the employ of the Troy "Times." Later, he affiliated with the "Press" as an editorial writer and continued there until about 1898, when he went to New York City and was employed on the "Mail and Ex-

press." Still later, he was editor and deputy manager of the New York City "Record" until his retirement on a pension in 1922. At one time during his long newspaper life he was connected with the Troy "Northern Budget" as an editorial writer. George A. Stevens, one-time city editor of the "Press," is now in the State Labor Department in New York City.

The Troy "News" was first issued on Sunday, August 21, 1864; being the first Sunday newspaper to be printed in Troy. The "Saturday Evening Herald" appeared in 1866. The Troy "Northern Budget" was first published as a Sunday paper on March 24, 1867, under the name of the "Northern Budget," by Charles L. MacArthur. The "Sunday Herald" appeared in November of 1867, and the "Public Spirit," a monthly, during the same year. In 1870 two more were established, the "Saturday Bulletin" and the "Sunday Telegram." In 1870 the Troy "Volksfreund" appeared. "L'Avenir National" was first issued in 1873, a weekly publication. The "Sunday Trojan" appeared April 25, 1875, and three years later was merged with the Troy "Observer," also a Sunday paper that was first issued October 15, 1876. The new combination was called the "Trojan-Observer," which, after one year, was taken over by Michael F. Collins, who resumed the original name. The "Freie Deutsche Presse" entered the field in 1876 and was published on Saturdays by August Hillebrandt. About 1893 it was succeeded by the Troy "Freie Presse." The present owner and editor are Fritz Hubrich and Jacob Birkmayer, respectively. The Troy "Freie Presse" is a weekly, published on Fridays and circulated throughout Albany and Rensselaer counties. "Light and Life," a religious quarterly, was first published in 1877 under the name of the "Messenger." It was later discontinued. The "Saturday Journal" appeared in 1879.

The Troy "Morning Telegram" an outcome of the Troy "Daily Whig," which was first issued on July 1, 1834, has been published under the following names: The Troy "Morning Whig," the Troy "Morning Telegram and Whig," and the Troy "Daily Telegram." The Troy "Morning Telegram" was suspended in 1894. The "Penny Argus" was published as a morning paper for about a year. The Troy "Morning Record" was started in 1896, and the Troy "Evening Record" in 1899. The "Monthly Bulletin" of the Railroad Young Men's Christian Association was begun in March of 1881, but had a brief existence.

The Troy "Collar, Shirt, and Laundry Journal" was established in July, 1882, and obtained distinction as a trade journal. It was founded by Louis H. Dickerman and was the oldest laundry journal in existence up until the time it automatically discontinued with the death of the founder in October, 1922. During the latter part of its existence it was known as the Troy "Laundry Journal."

School Periodicals—The "Polytechnic" was first published in February, 1885, as a monthly journal by the students of Rensselaer Polytechnic Institute, and soon became widely known among college publications. At the present time it is issued weekly. The "High School Record," published by the pupils of the Troy High School, originated in 1885; being published first as a semi-monthly, then as a monthly.

The Troy "News" appeared in 1885; a daily paper. The same year brought the advent of four others: "La Patrie," Troy "Sunday News," Troy "Morning Herald," and the "Herald" (daily). The "Catholic Weekly" was established in February, 1866, and was published on Saturdays. It is now out of existence. The "Clarion" was first issued in May, 1886, by the Coöperative Board of the Knights of Labor, and was published on Saturdays. It was discontinued in 1887. The "Saturday Observer" was first issued on July 3, 1886, by Michael F. Collins, but was subsequently discontinued. It was neutral in politics. The Troy "Labor Advocate" was the first name of the publication now the "Legislative Labor News," which is under the expert editorship of John M. O'Hanlon. The "Carriage Dealers' Journal" was once published in Troy and was a widely known publication of national circulation. It was owned by Conant & Longendyke of the "Journal" company, and was discontinued when the firm went into automobile advertising a decade ago. In 1904, the Troy "Democrat" was started by Oscar A. Green and John F. Killeen, but was discontinued the following year.

In addition to the many newspapers of Lansingburgh and Troy, the county was further represented by the "Nassau Gazette," first published in December, 1850, by J. M. Geer; the "Lutheran Herald," issued semi-monthly at West Sand Lake under the direction of H. L. Dox in 1844; and the Greenbush "Guardian," begun in 1856 by A. J. Goodrich and later published by J. D. Comstock. The publication of all these journals has long since been discontinued.

Press of the County—The present press of the county, in addition to the four daily and Sunday Troy publications and the Troy "Freie Presse" already mentioned, is made up of the Schaghticoke "Sun," successor to the "Press" which was started in 1892; and two weekly papers of Hoosick Falls, the "Rensselaer County Standard," established in the 'fifties and the "Democrat," now changed to the Hoosick Falls "Press."

The "Industrial Union News," a Socialist organ, was first issued in 1922 from Michael F. Collins' "Sunday Observer" plant, but no Trojans are connected with its staff, and it has no local circulation. The city of Rensselaer had several weekly newspapers at various times, the most important of which was the "Star-Eagle," suspended in 1922, after thirty years' publication.

The leading daily and Sunday newspapers of the city have been members of the Associated Press since its organization, and the profession has been frequently represented in the deliberations of the State and National editorial organizations. During the last half century or more clubs of editors and reporters have flourished at various periods. The most notable of these was the Troy Newswriters' Association, which became influential for nearly two decades from 1900, its annual publication, the "Reporter," being notable examples of the newspaper man's work and the printer's art, especially at the time of the celebrations of Troy Week and the Hudson-Fulton demonstration. The Troy Press Club was in its heydey in the 'eighties and 'nineties and was revived in 1920.

CHAPTER XXVI.

PUBLIC SAFETY.

Modern Centralization of the Police and Fire Systems—Telephone and Signals Supersede the Pioneer Night Watch—Nickname for All Police Derived from Amasa Copp, First Troy Chief—Debtors' Prison —Early Public Hangings—"The Veiled Murderess"—The Shooting of Robert Ross—Other Crimes and Outbreaks—How Barracks Were Supplied for State Troopers—Origin of the Police School—Development of the Modern Force—Sheriffs and Chiefs of Police.

With the amalgamation of the city's public safety forces under a single department head, under the uniform charter granted to second-class cities in New York State, has come a coöperation of the police and fire units to the end that a Central Headquarters has been established and a combined police and fire signal system set in operation from a central station. The signal station is located on the old Troy Academy property on State Street, at Seventh Avenue, and the Central Police and Fire Headquarters a block west with a frontage of one hundred and twenty-five feet on State Street, extending from Sixth Avenue westerly to Union Street. This latter building, which brings the police, fire and water departments under one roof, being erected in 1924. The cost of the site of the Central Headquarters and that of the buildings demolished was $65,000. The contracts awarded in 1924 for construction call for an expenditure of $453,000, with an estimated cost of $750,-000 over all. It was anticipated that the headquarters building would be ready for occupancy in 1925. The signal station and system, put in operation in 1922, cost $235,000.

The plan for the central station calls for the police headquarters, on the corner of State Street and Sixth Avenue, to unite the three precinct stations of what was once the old city of Troy, and these former units will be discarded upon the occupancy of the new building. In the new headquarters building there will be quarters for the entire police force, including the chief of police, chief detective, the Detective Bureau, police surgeon and police patrol of the city, Lansingburgh excepted, and that section of the city will remain a separate precinct, now known as the Fourth Precinct. Within the new police headquarters also provision will be made for housing the Police Court, Police Magistrate and other court attaches, and there will be a cell-block for the detention of police prisoners in that part of the building to be erected on Sixth Avenue.

The Troy police now are mobilized under what is known as the three-platoon system, established by state law in 1905. By this plan the police perform eight hours of duty and enjoy sixteen hours off duty within every twenty-four hours, while they are compelled to serve eight hours in every seventy-hours on reserve duty at the Central Headquarters.

By the joint police and fire alarm signal system—police boxes adjoining the fire alarm boxes at designated points on each beat—there has been brought about a greater element of security for the public through closely coördinated operation of these two allies of the public safety, a degree of efficiency having been attained which is remarkably high. The signal box arrangement, inclusive of the underground conduit system of wires in the business district of the city, was placed in operation in April of 1922. The signal system of the police, the alarm system of the fire department, the conduit wiring system and the signal station cost the city $235,000, on which a goodly revenue is already being returned through the results obtained in the saving of time, lives and property. Modern developments include the system of traffic control, with traffic officers and motorcycle police, superceding the former mounted men, and the motorized police patrol.

From Night Watchman to Modern Force—When the village of Troy was in its swaddling clothes, a night watch, so far as records go, was the first semblance of a formal police organization in the community. There were then (1786) four constables, whereas to-day the Police Department of the city of Troy is comprised of the chief of police, chief detective and one hundred and sixty-five men, including four captains, four detectives, and twenty-four sergeants. There are also a police matron and a probation officer, who are attached to the department as representatives of the Mohawk and Hudson Humane Society.

The duties of the Night Watch in the latter part of the sixteenth century included the patroling of "the quiet streets of the village," and crying at the end of every hour ,"All's well!" and when a building was found to be on fire, shouting loudly "Fire! fire!" until the inhabitants were aroused, and "the steps of the firemen were hastened." The flames extinguished, the watch and the people returning to their homes would cry, "All out! All out!"

In the year 1791 the first officers of the town were elected, and among them was the original quartet of constables. They were David Henry, William Hikok, Laurence Dorsit and Samuel Colamore. When Troy was incorporated as a city in 1816, the police force was enlarged to six constables. The title of constable was used for many years, and "the position was a dignified one and considerable authority was attached to it." The first City Chamberlain in his annual report stated that the cost of maintaining the City Watch was $764.81.

The police force had taken on a much more important status in the municipal life of Troy in 1829, for we read, the six constables had in authority over them no less a dignitary than the high constable. The first citizen to occupy that exalted position was Revilo Clark. The following year the force was increased by four special constables. In 1833 each of the six wards was given its own constable, whose duties were confined to that district. The office of public crier and bellman was created in 1834 as an adjunct of the police force. In 1835 the aldermen furthered a movement looking to an improved Night Watch. It was determined that the high constable should be paid a salary.

The honor of being the first city official to receive compensation for his services was High Constable Harvey Betts, who in 1836 was paid a salary of $400 a year. Beginning with the year 1838, all watchmen of the city were appointed annually by the Common Council, and the members of the force were ordered to do duty on the rotation plan; that is, to take turns at serving at any given post or at patroling any given district or number of streets. The Night Watch was divided into three divisions, each division commanded by a captain appointed by the Common Council. One of the duties of the captains of police of those early days was to make monthly reports to their superiors in the city government of "the names of all such persons as shall come to their knowledge, or of whom they shall have information, who keep disorderly houses, wherein persons shall follow the pernicious practice of gaming, or who keep brothels or houses of ill-fame; and the several watchmen shall inquire into the same, and report to one of the captains of the watch, who shall lay the same before the Common Council of the city." Under this new arrangement the first captains appointed were John Prescott, David Taylor and Jeremiah Decker. Two years after the salary of the high constable was fixed at $400, the Common Council reduced it to $350. This blow fell upon the incumbent, Charles F. Hubbard. Three years later the salary of the high constable was still further reduced, this time to $250 per year. The first town criers were John T. Potter and John Lawrence. With the growth of the population of the city, the force of eight ward constables was augmented by five divisions of the watchmen.

First Police Headquarters—A Police Headquarters was established in 1849. The sessions of the Police Court were held in the basement of the Court House. The prisoners made by the police of those days were confined in a building that stood north of the County Jail on Fifth Avenue. It was known as the "Watch House," a building of wood with a brick basement. This was the headquarters of the watch, whose members reported there for duty and were tolled off for their respective beats. The lock-up was in the basement, the general headquarters being in the upper portion of the building.

Amasa Copp First Chief of Police—The organization of the Night Police Force of the city of Troy was effected in 1851, when Amasa Copp was made chief. It is said that his surname gave rise to the use of the word "cop" as applied to a policeman. The force was of considerable size, and was supervised by the Night Police Committee of the Common Council, which was vested with authority similar to that which later clothed the Board of Police Commissioners. The Legislature in 1851 passed an act giving the city of Troy permission to increase its number of wards to ten. Two years later the Night Police Force was subdivided into four squads. In 1854 the number of squads was reduced to three. The salary of the chief in 1857 was $400 a year, and two years later Timothy Quinn was elected to that office as the successor of Amasa Copp. Three divisions of the force were then set off, with a roundsman

for each division, the first roundsmen being Michael Guy, Charles H. Cleavland and Thomas H. Peck. In 1861 the three divisions of the Night Police Force had twenty-five members each, and were commanded by captains. A Detective Bureau, as a part of the Police Department, was established in 1862. Its two members, the first to be designated as detectives were Walter L. Kipp and Lemuel Hurlburt. A year later the official title of captain of police was changed to that of roundsman.

Debtors' Prison—Until the close of the year 1831 Troy had a debtors' prison and it was usually well filled with wretches who were unable to pay their debts. Until the passage by the legislature of a bill known as the "Stillwall Bill" any debtor unable or unwilling to pay his debts could be imprisoned in the county jail until "he had agreed with his adversary, or paid to the utmost farthing." The horrors of the law are illustrated by a quotation from a decision by Judge Hyde: "If a person be taken in execution and lie in prison for debt, he is not to be provided with meat, drink or clothes, but he must live on his own or the charity of others and if no man will relieve him let him die, in the name of God." This is not an exaggerated view of results as the law was then administered in Troy and elsewhere. Many debtors died in the jail in Troy, although the law was obnoxious to most residents and very often the poor debtors were helped to food and clothing. The jail in 1827 was situated on the southeast corner of Second and Congress streets, where the Court House now stands. A debtor, once seized and put in jail, was held there unless he furnished a bond in excess of his debt. If bond was given he was "allowed the limits"; that is, he was allowed to go anywhere within city limits and large painted signs were reared at the several places bearing the words "City Limit." If the debtor crossed the line, and was detected, he was then placed within the jail. The law enabled a mean or vindictive man to place a person whom he disliked in jail, provided he owed even a small sum to such a creditor. The man might be honest but owning to circumstances unable, at the time, to compass his debt. He might have incurred debt while in possession of means and, having lost the means, became unable to pay. A lawyer could then fill out a blank form, sign it, get a clerk to have the seal of a court attached, hand the form to the Sheriff and the debtor could be seized. The debtor was thus prevented from using means to get the wherewithal to pay his debt.

In an old Troy newspaper, dated August 13, 1806, was printed an appeal to citizens to furnish food and clothing to jailed debtors and just above this appeal appears a notice of a meeting of The Northern Foreign Missionary Society."

The Stocks—The last man recorded as having been placed in the stocks in Troy was Dan Harrington, an importation no way related to the later citizens of that name. "Dan" was found guilty of having in his house boarders of no doubtful character. Having neglected to leave the city, on being notified to do so, he was arrested and placed in the stocks, then located on a piece of land on the east side of Second Street

about one hundred feet below Ferry Street. The stocks were built of oak and so fashioned as to hold the head, arms and legs of the victim immovable. The rabble were permitted to throw refuse, old eggs and other filth at the victim while he was thus confined.

Hanging of Criminals—The first execution of a criminal in Troy took place July 19, 1811, when Winslow Russell was hanged in public for the murder of Michael Bockus, the scaffold being erected on the south side of Congress Street, nearly opposite Eighth Street. A great number of persons witnessed the scene. The next, and last, public execution in Troy was attended by gruesome display. The victim was Thomas Harty, who had killed his wife by cleaving her skull with an axe. The victim was paraded with pinioned arms through the streets accompanied by one of Troy's military companies—the name of the company was not recorded—and a band. The wretch, in the center of his queer escort was marched up State Street to the place where a gallows had been erected on Seminary Hill. As the gallows was visible for blocks north and south, housetops and windows were filled with persons viewing the execution. When the trap was sprung persons as far away as River Street could see the swaying form of the dying man. This scene, so repellant and carried on with such repulsive pomp and publicity so aroused citizens that protests of sufficient force were made to stop thereafter all publicity in executing criminals so that when later a man was "put to his worst use" it was done within jail limits and viewed only by persons authorized by law to attend.

January 28, 1845, William Miller was hanged in the Troy jail. He had murdered and robbed George West of Sand Lake. He protested innocence but could not account for three hundred dollars found on him when arrested. West had dawn $320 from the bank on the day he was found murdered. March 15, 1849, two men were executed for murder: Andreas Hall for the murder of Amy and Noah Smith and Barney O'Donnell for the murder of Antonio Ratto, an organ grinder. O'Donnell was only twenty-two years of age and had been drinking heavily. He denied all knowledge of the murder, and no motive for the murder was ever known. At the time of O'Donnell's trial great efforts were made, particularly by Irish residents of Troy, to obtain another trial for the prisoner. It was certain that if the man were guilty he had no memory of the crime, and may have been crazed by liquor. In his confession to Father Havermans he asserted, positively, that he had no knowledge of either the man or the crime, it was reported. One of the latest executions, probably the last, in Troy was that of a man named Coon for murder in the late sixties. Dewitt Clinton, in his reminiscences recalled that as a youth he was coming out of a law office which was situated on Congress Street a few doors east of Second Street, He had been working late. Hearing unusual and many footsteps on the stairs leading to the lawyer's office, the boy opened the door to see four men bearing an oblong box, evidently heavy, upstairs. The boy was greeted with a yell of "Shut that door and get to h—— out of sight!" Later it was ascertained that the men were medical students carrying the body of Coon.

Henry G. Green was hanged in the jail in 1845, for the murder of his wife by poisoning.

The "Veiled Murderess"—Henrietta Robinson, whose career was surrounded by mystery, became notorious as the "Veiled Murderess" tried in 1853 for the murder of Timothy Lannigan, a River Street grocer, and his sister-in-law, Miss Catherine Lublee, who had invited the woman, then intoxicated, to eat at their table. The murderess accomplished her purpose by pouring a poison powder, which she said was sugar, in the beer glasses of her host and hostess, and after the man and woman had drunk they died in great agony. The prisoner was found guilty and sentenced to be hung. Her counsel, Martin I. Townsend, obtained a commutation of the sentence to life imprisonment, and she died in prison. The woman was for years the subject of curious interest, living in greatest seclusion at 627 River Street. She was said to have been very beautiful when a pupil at the Troy Female Seminary which she entered in 1843, having been born in Quebec in 1827. She deserted her husband, Sir William Elliott, and two children in England in 1849, and sought refuge in Troy when her family in Quebec renounced her. She was given the name of "The Veiled Murderess" when she insisted on wearing a heavy veil in court during her trial.

Sheriffs of County—Inclusive of the year 1924 there have been forty-eight sheriffs that have served Rensselaer County. Their names follow: Colonel Albert Pawling, who later became the first mayor of Troy, served as sheriff beginning in 1791; William Guilliland, James Dole, Moses Vail, Michael Henry, Thomas Turner, Levinus Lansing, Thomas Turner, Hosea Moffit, Thomas Turner, Gerrit Peebles, Jeremiah Schuyler, John Breese, Michael S. Vandercook, Moses Warren, H. Vanderburgh, William P. Haskin, Ebenezer C. Barton, Augustus Filley, Cornelius Schuyler, Volney Richmond, Gideon Reynolds, Gilbert Cropsey, Abraham Witbeck, John Price, William Wells, Gerothman W. Cornell, Joseph F. Battersall, Gerothman W. Cornell, Matthew V. A. Fonda, James McKeon, John A. Quackenbush, Albert L. Hotchkin, James H. Ingram, Eben C. Reynolds, James Keenan, Sheppard Tappen, Hammon Herrington, Cornelius V. Collins, Egbert DeFreest, Matthew A. Heeran, Victor M. Allen, J. Irving Baucus, James H. Van Buren (removed by Governor Dix and succeeded by John F. McIntyre), and John F. Williams. Thomas Turner occupied the office of sheriff three terms, and Gerothman W. Cornell on two occasions.

First Jail—The site of the first jail in Troy, which was built in 1793, was in the rear of the first Court House at Second and Congress streets. It was of brick and two stories high. The next jail, at the northeast corner of Ferry Street and Fifth Avenue, was erected in 1826.

Capitol Police—The Troy police force was legislated out of existence in 1865 by the passage of an act for the establishment of the Capitol Police District, which embraced Albany, parts of the towns of Bethlehem, Watervliet, West Troy, Green Island, Cohoes, Lansingburgh,

Troy, North Greenbush and Greenbush and a considerable portion of the county of Schenectady lying between the cities of Albany and Schenectady. Troy was the seat of the commissioner and advisory commissioner of the new police body, and the Troy division had its headquarters at 11 First Street. At the head of this division was former Police Justice John M. Landon. The district police arrangement continued in effect for five years, and, in 1870, a new act abolished that force by establishing a police force for the city of Troy, the department to be under the control of three commissioners. In 1871, with the force in operation, the department was known as the Troy City Police. Mayor Thomas B. Carroll was head of the first Board of Commissioners. The first superintendent of police under the commission form was John McKenna.

Regular and Rump Police Forces—A strange and anomalous situation arose in 1882 and continued for fourteen months before the conflict ended, in which the city of Troy, during the administration of Mayor Fitzgerald, had two rival police forces. The Democrats in the Board of Aldermen fought for the retention in his seat in the board of a contested party man, but on losing out, they bolted the meeting. Following their departure the Republican members elected a Board of Police Commissioners, who removed Superintendent of Police McKenna and elected John Quigley to that office. The new superintendent was in a serious dilemma, finding few, if any, members of the force that would obey his orders. The patrolmen and their superiors continued to take their orders from Superintendent McKenna, who was declared by them to be their legally constituted chief. The conflict of powers was then carried into the courts, but it was more than a year before a decision was rendered. Superintendent Quigley preferred charges of insubordination against the officers and patrolmen who had refused to carry out his orders, and those found guilty were removed from the force. The members of the old force declined to accept dismissal; they retained their uniforms and equipment and barricaded the precinct houses against their rivals. The new force took up quarters in the City Hall basement. Their attempts to gain possession of the precinct stations resulted in serious clashes, and members of the old force arrested eleven of the new force and locked them up. The Court of Appeals finally handed down a decision to the effect that the new police force was the lawfully appointed body, and the old force withdrew from the department. After fourteen months of this contest, in which the old members had served without pay, the city government eventually compromised by settling the salary controversy on a basis of fifty per cent of the claims. In 1885 the Police Department was reorganized and a new police force appointed with William W. Willard named chief of police succeeding John Quigley. Many of the former police, removed by Mayor Fitzgerald and his commission, were reinstated, as were a number of former police officers.

The office of police surgeon was created in 1876, and in 1882 provision was made for two surgeons. The first to hold these positions were Doctors Washington Akin and E. D. Ferguson.

Lansingburgh Police—Lansingburgh, that village having been annexed to the city of Troy, in 1900, formerly had its own police force, after the Capitol Police District had been abolished. Alexander King was the first head of the regularly commissioned police force of Lansingburgh and held the title of captain. From 1894 to 1900 the force was governed by a single commissioner. Among the list of memorable crimes in Lansingburgh was the murder of Patrolman Mosher Burnham, in 1881, by Thomas Miskell, who was sentenced to serve seven years and eight months in State Prison. Under the annexation act, accepted by the two communities of Troy and Lansingburgh, the two police departments were amalgamated. Morris Kirkpatrick, who was Chief of Police of Lansingburgh when Greater Troy was formed, became Captain of the Fourth Precinct as the Lansingburgh section was designated. In Mayor Mann's administration in 1906 he became Chief of Police of the city.

St. Patrick's Day Riot—St. Patrick's Day, March 17, 1837, the city was made the scene of its first disturbance bordering on mob violence, due to the hanging of effigies of Ireland's patron saint in different sections of the city by boys bent on making ridicule of the citizens of Irish birth or extraction. An Irish laborer attempted to cut down one of the effigies, but he was driven off by a crowd of men and boys. The laborer returned with reinforcements, and a series of fights ensued, in which two men were badly bruised. Stones were hurled, and a scene of riot and disorder followed. Stores were entered by members of the crowd and a large amount of property was damaged by the rioters. Mayor Richard P. Hart, with other officials, tried to dissuade the mob from its evil purposes. The rioters obeyed for a time, but they soon assembled again. The Mayor then ordered out the Troy Citizens' Corps, and by nightfall the fury of the rioters heightened and the excitement was intense throughout the city. A girl was shot in the eye and two men were wounded by bullets. Joseph Grimes died as the result of a bullet wound. About twenty of the ringleaders were committed to jail and the militia finally succeeded in quelling the disturbance.

Famous Nalle Rescue—In 1860 Chief Timothy Quinn and a small number of his men resisted an infuriated mob which had determined to free a prisoner, who was being taken by the police to the jail. The famous Charles Nalle case, in which Nalle, a fugitive slave, was arrested to be taken before the court, gave rise to a race riot in 1860, in which the police were roughly handled. The disturbance spread over a large area of the city and across the river to Watervliet. Nalle was apprehended, escaped, was again arrested, and then made good his escape, his freedom finally being purchased by negroes and their friends.

Draft Riots of 1863—The draft riots of 1863 placed the city at the peril of mob violence, until the authorities suspended the draft act for the city of Troy until the disturbance was quieted. Among the depredations committed by the rioters was the demolition of the press and equipment, together with the destruction of the early files, of the Troy Daily

"Times." It was estimated that fully two thousand men participated in this act of violence, while hundreds of others blocked sidewalks and roadways, brandishing clubs at known and suspected sympathizers of the government. The city was placed under martial law by proclamation of Mayor William M. Van Alstyne, and four companies of the 24th Regiment, New York National Guard, together with the Invalid Force of the United States Army were ordered out. The troops had a six-pound howitzer, which, when trained on the mob, influenced the rioters to disperse. Many negroes, a number of whom were maltreated by the rioters, fled for their lives from the city.

Police Officer James Simmons, in 1865, was highly commended by his superiors in authority for the arrest and subsequent fatal shooting of Thomas Sweeney, a desperado, whom Simmons had captured on suspicion of having been one of three men who had burglarized the store of Thomas Collins on Fourth Avenue. James Armsby and Patrick Coffey, the other two robbers, were arrested and held with great difficulty. Feeling among Sweeney's sympathizers ran high against Officer Simmons, but he refused to be permitted to be transferred from his old beat in the danger zone, and he declared he would resign rather than show this sign of cowardice.

Officer David Crandell was found in a ditch, on a morning in 1867, dead from terrible wounds inflicted in the back of the head, probably by a man bent on robbery, who had been surprised at his work by the officer. The perpetrator of this deed has never been brought to justice. The murder of Fireman Thomas Bailey by Joel Thompson, in 1867, is chronicled in the chapter dealing with the Troy Fire Department in this history.

The Robert Ross Murder—The outbreak of shooting which occurred March 6, 1894, at the Third District polling place in the Thirteenth Ward during the municipal election, and which resulted in the death of Robert Ross, was one of the most sensational in the political history of the city. A committee of citizens had gathered to prevent efforts at "repeating," and when one of the number was ejected from the polling place a fight ensued, and "Bat" Shea and John McGough who were accused of being the ringleaders in the attempt at fradulent voting, drew revolvers. Several shots were fired and Robert Ross fell in Orr Street mortally wounded and his brother, William Ross, was also struck by a bullet in the head. Robert Ross died the same day. In one of the most stirring trials ever held in the city, in which feeling ran very high, Shea was convicted of murder and electrocuted at Clinton Prison in August, 1894. McGough was a given a sentence of seven years in State Prison for attempted manslaughter.

Three Police Bodies—There are three bodies of men vested with police powers in Rensselaer County: The staff of deputy sheriffs, over whom is the Sheriff; the New York State Troopers, whose unit, Troop G, has its headquarters at the city of Troy, and the uniformed regular police force of the city. The Sheriff and his deputies perform duties

which are intimately related to the administration of the county government. The courts, the jail and the serving of civil processes, while they also, when occasion requires, act in the capacity of a county police force. The duties of the police of the city of Troy are strictly confined to the territory of the municipality unless clothed with explicit power from the proper authorities to trail beyond the domain of the city criminals wanted in Troy or to assist in their arrest and removal to the city for trial.

State Troopers—The most modern of police bodies that has come into being is the New York State Troopers, also called the State Police, an organization of men selected for their intelligence, courage and courtesy of deportment, who are highly esteemed for their excellent police work, covering as it does, the entire State of New York, and often becoming coöperative with that of the sheriffs and the city police.

The city of Troy has the honor of being the headquarters of Troop G of the New York State Troopers. The company occupies fine barracks at Tibbits and Ranken avenues in the Sycaway section, modern stables for the troopers' horses, garage and other buildings adjoining the barracks proper.

March 12, 1920, the Troy Barracks Corporation, formed by a group of citizens organized under the leadership of James A. Beattie, President of the Troy Chamber of Commerce, was incorporated with a capital stock of $100,000 for the purpose of building barracks for housing a detachment of the New York State Troopers, their horses and equipment. Assurance had been given by Major George F. Chandler, Superintendent, and the state authorities that the state would lease the barracks with purchase eventually. The project having been assured of completion, the buildings were erected as a replica of those at Oneida Castle. One thousand shares of the corporation's stock were offered for sale at a par value of $100 each, and the sum realized was used for building purposes. The Troy city line runs diagonally through the barracks property, one portion of the tract being in Troy and the other in the town of Brunswick.

Troop G, which was installed in the Troy barracks April 1, 1921, is composed of a captain, two lieutenants and seventy-eight men. Under legislative enactment the state paid the Troy Barracks Corporation $89,398.23 for the buildings and property and took them over July 31, 1923. The Barracks Corporation having fully accomplished the purpose for which it was organized was then dissolved, the public-spirited citizens who formed it receiving merited commendation for their work. The officers of the corporation were: President, James A. Beattie; Vice-president, John H. Woodhouse; Treasurer, Harold K. Downing, and Secretary, G. Wray Lemon.

Troop G is a unit of that splendid state organization, whose numbers, though compartively small, are made up of men who have proved their worth in this semi-military body, which is established in four zones of the state; and in each sector given over to a troop, that unit is charged with the maintenance of law and order. The division of the state body

known as Troop G, with headquarters in Troy, covers as its territory that part of Northeastern New York included in the counties of Washington, Rensselaer, Columbia, Warren, Saratoga, Albany, Greene, Hamilton, Fulton, Montgomery, Schenectady and Schoharie. The mobility of this force and the promptness with which it executes orders or gives assistance in emergencies to which it may be called give the inhabitants of the respective zones of patrol a greater sense of security, and the public peace is maintained in a commendable manner.

Troop G, under command of Captain J. M. Keeley, covers its territory on a zone system in four divisions, with a zone headquarters in charge of a sergeant in each and with patrol stations in each county. At each station are mounted and motorcycle men and the sergeant supervises and inspects the patrols of his zone. From the Troy barracks night patrols cover the roads in the local district. The men are constantly in touch with the barracks by telephone and report every day where it may be expected they will be located for the ensuing twenty-four hours.

First Police Training School—The first Police Training School and the only one of its kind was organized at the Troy Central Young Men's Christian Association in the fall of 1921 under the direction of Major Chandler with Lieutenant A. B. Moore, State Police Inspector, as the instructor in charge. In its first three years approximately 350 officers and candidates, including police from the cities and towns of this and other states, members of the State Police from several states, railroad and other private police, completed the course. The classes averaged about sixty men in attendance. The Troy Police Training School has been recognized by the State Board of Regents and certificates are issued on completion of the course.

Police Chiefs—The law providing for a High Constable was passed April 18, 1828, and that office was continued until abolished in 1881. The first Chief of Police of Troy was appointed in 1851, the Police Department at that time consisting mainly of a night force. Since 1871 the head of the department has been known as the Superintendent of Police. The list of Chiefs and Superintendents since the Troy Police Department was organized is as follows: Amasa Copp, 1851-53, 1854-58; William Congdon, 1854; Timothy Quinn, 1859-60; Richard C. Barton, 1861; John Barron, 1862-64; John M. Landon, 1865-70; John Conway, August to December, 1870; John McKenna, 1870-82; Daniel J. Cary (Rensselaer Police), 1873; John Quigley, 1883-84; William W. Willard, 1885-99; William Coughlin, 1900-03; John J. Hogan, 1904-05; Morris Kirkpatrick, 1906-11; Charles A. Georold, 1912-23; John C. Rohn, 1924.

Under the present form of administration of the civil government of second-class cities, in the greater city of Troy the three coördinated bureaus of Police, Fire and Health are in one Department—that of Public Safety—whose administrative chief is the Commissioner of Public Safety. Each of the subordinate bureaus has an executive head.

CHAPTER XXVII.

FIRES AND FIRE-FIGHTING.

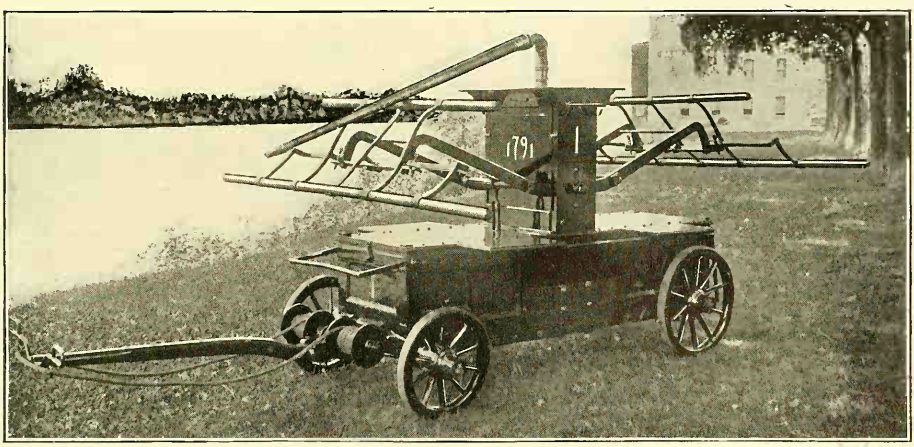
From the Bucket Brigade to Modern Motorized Apparatus—Largest Volunteer Fire Department in Country Converted in a Decade Into a Paid Municipal Service—Company Rivalries and Controversy Over Steam Fire Engines—Water Supply and Alarm Systems—Conflagration of 1862 and Other Big Fires—Chief Byron's Fifty-nine-Year Service—Honor Roll of Heroes—Up-to-Date Central Station.

One hundred and twenty-eight years after the organization of the first Troy Fire Department the city saw the complete evolution from the archaic methods of fire-fighting—the bucket brigade and hand-pump—to the highly efficient, swiftly-moving and wonder-working motorized apparatus, having to its credit the successful restriction to a minimum of losses from fires, which, if not taken in time by a highly trained personnel, manning the latest in mechanical and chemical devices, might easily become havoc-working conflagrations such as have devastated large areas of the city in times past.

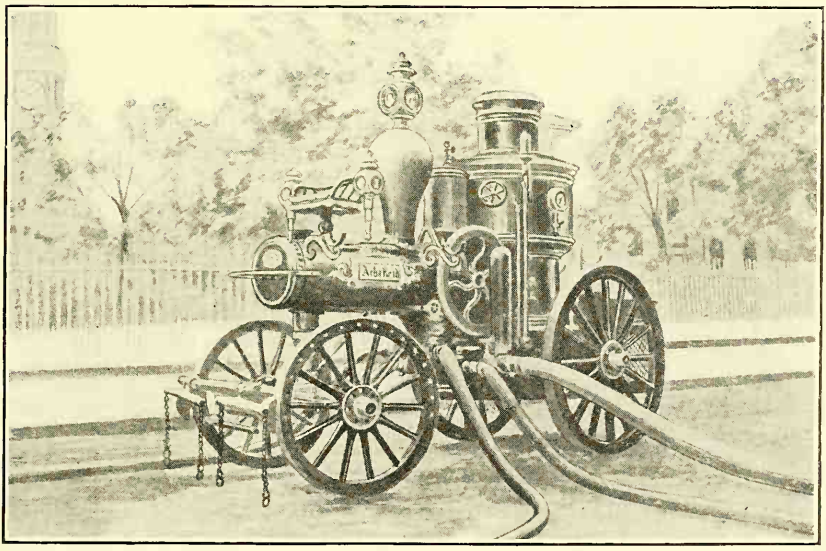
Stages of Development—In the decade prior to 1924 the Troy Fire Department was transformed from the largest volunteer department in the United States to a complete paid department with all motorized apparatus. Troy, like other cities, has passed through all the stages incident to the development of this very important department of municipal service. The buckets passed long, long ago, with the improvements made in the "brakes"; these then powerful machines, about which clusters so much of the romance and drama of early fire-fighting by citizen volunteers, gave way to the awe-inspiring and heart-thrilling steam fire-engine drawn by dashing, fiery, foam-flecked steeds, while volunteer companies of heroic fire laddies rushed at the peals of the alarums from bells in the City Hall and church towers to the scene of the onslaught of the dread element. Then came a brief period of unsuccessful test the locomotive (self-propelled) steam fire-engine, which failed to make Troy's steep hill streets, and often was as great a hazard to property from its flame-belching stack as was the fire to which it was making its lumbering way. The faithful horse remained in the heyday of his glory. But man's inventive genius in time brought into use the marvelous gasoline motor which has revolutionized all vehicular movement, and has transformed this era of the world into a mechanical age. Troy began in the year 1914 to adopt motor-driven apparatus, and as these forms of fire-fighting machines showed improvements, especially to the extent of successfully negotiating the city's hilly terrain, the city gradually discarded its horses for the motor, and the summer of 1924 witnessed the departure of the last beloved and faithful horse from the service of the department. With the passing of the horse-drawn apparatus, the volun-

teer, or call, system of manning the pieces and fighting fire was superseded by a carefully schooled and paid permanent body of firemen, which to-day is established by companies in fire stations strategically located in districts, the whole supervised by a skilled corps of chiefs, lieutenants and subordinate officers, whose immediate heads are responsible to the chief as the executive of the department, and he in turn to the commissioner of public safety, which major department embraces also the departments of police and health. Troy's fire-fighting force to-day comprises one hundred and forty-two officers and men, who are comfortably housed in modern quarters and are selected for their mental and physical qualities after passing severe tests in examination and probationary periods. The forward movement of machinery and man in the fire department has also included the adoption of a modern signal or alarm system centralized in one building, whose lines of communication radiate to the fire alarm and police signal boxes distributed throughout the city and by which an alarm of fire can be sent with lightning-like speed simultaneously to headquarters and to every fire station in the city, while the police department, that powerful ally of the firemen, is notified of the fire and its location with equal promptness. Church bell and sexton, who combined to peal out the alarm of fire in generations past, now confine their duties to the call to worship or to tolling the office of the dead. The firemen and the police are the only ones to hear the alarm, as instruments of wonderful precision tap off with ticker tape and gong the location and time of the blaze at which the aid of the department is required. Trojans are justifiably proud of their modernized system of fire-fighting, and their appreciation is reflected in the large appropriations made through their representatives in Council for the upkeep and improvement of men and apparatus.

An Insurance Policy—The city of Troy has been visited with a number of serious fires which have attained the conflagration stage, notably those of 1820, 1854 and 1862, when a large number of houses and business places were destroyed, many people of comfortable means were reduced to poverty and in the aggregate a number of lives perished, among the latter being loyal and fearless members of the fire department, who paid the supreme sacrifice in the service of the city. With the coming of more substantial building construction, the hydrant-equipped water mains and the steadily improved fire department, the value of property saved by fighting fires has yearly mounted to more imposing figures, and it is rare indeed, when all the elements of hazard are considered, that a fire passes beyond the incipient stage. Thus it must be recognized that the fire department is the city's most desirable policy of fire insurance, and that the premium periodically paid—substantially reduced because of the improved department—is the cheapest in the end because this form of protection is the best that can be had. Then, again, the fire department is an asset and not a liability of the city in that it gives not only the inhabitants but the manufacturer and mercantile man a sense of security encompassed by the fact that their property lies within the zone of protection from fire.



"OLD BLACK JOKE," 1791, ORIGINAL HAND FIRE ENGINE, LANSINGBURGH



"ARBA READ," FIRST STEAM FIRE ENGINE IN TROY.

Roll of Honored Dead—At this point, before proceeding with a detailed account of the growth of the fire department, it is proper to make mention of those brave members of the department who were killed or died from the effects of injuries received while in the performance of duty. The roll of honored dead since the organization of the first fire department of the city of Troy in 1796 includes sixteen firemen, whose names follow:

December 15, 1844—Peter Dunn, Torrent Engine Company, No. 5, fatally injured when run over by hand engine in Sixth Street, near Congress.

August 6, 1845—William F. Bradley, Engine Company, No. 1, run over and fatally hurt by hand engine on State Street, between River and First streets.

December 25, 1851—Thomas H. Pierce, Neptune Company, No. 2, crushed to death by falling wall while working on fire at 269 River Street.

February 1, 1860—Thomas Graham, member of Torrent Engine Company, No. 4, crushed to death by being run over by hand engine at southwest corner of Congress and Seventh streets.

April 29, 1868—David L. Blakely, Trojan Hook and Ladder Company, suffocated at fire in paper box manufacturing plant of Elisha Waters & Sons, 303-305 River street.

July 22, 1873—William S. Wilkes, Steamer No. 1, killed by fall from apparatus at Hutton and River streets.

July 27, 1900—Charles Cook, Truck No. 3, fatally injured when struck in neck with an axe at fire in barn at Jefferson and Sixth streets.

April 6, 1909—Dr. Harry Fairweather, Steamer No. 1, killed when ladder he was working on broke at fire at 93 Congress Street.

December 2, 1910—Anthony Vielkind, ladderman, Truck No. 2, crushed to death by Truck No. 2 at Ida and Third streets while apparatus was answering false alarm from Box 54.

April 1, 1913—Henry O'Brien, Steamer No. 1, died at Troy Hospital from injuries received at fire in Thorne Holdfast Company's plant on Front Street.

January 26, 1911—Lieutenant Edward Butler, Truck No. 2, killed by falling wall at Boardman Building fire, River and Fulton streets.

April 17, 1917—Battalion Chief William Bailey, Ladderman John Hoar, Truck No. 3, and Arthur De Courville, Steamer No. 2, killed at Mohican fire on Franklin Square.

May 1, 1922—Lieutenant William Christopher, Truck No. 2, and Hoseman Joseph McCann, Headquarters Company, crushed to death by collapse of building in rear of 30 River Street, following fire.

Fire Department First Organized in 1796—One hundred and nineteen years after the first fire-engine to be received in America was installed at Boston (1677), the machine having come from England, fourteen citizens of Troy, on a day in June, 1796, organized themselves into a fire company upon authority vested in them by the inhabitants, this being the inception of what now has become the modern department. It was esteemed a great privilege in those early days to become a member of this company, and each man admitted to membership was assessed dues of five dollars. Every man failing to attend in uniform a stated meeting of the company was fined two shillings, and for absence from the meeting he was fined four shillings. The first "chief" of this "department" was Silas Covell, elected as foreman, and Benjamin Smith was the department's first secretary and treasurer. The freeholders and other inhabitants turned to and contributed money enough to buy a fire-engine. A committee was empowered to make the purchase and the brightly painted hand-engine was brought up from New York on the deck of a sailing vessel owned by a Troy firm of merchants. An impromptu

bucket brigade was formed and the new machine was tested out near the Ashley Inn pump. Water in buckets was passed from man to man and finally into the cistern of the engine, whence it was thrown through the pipe under pressure induced by other men manning the brakes. The empty buckets were returned by a second line of men to the men and pump, and the process repeated until "Chief" Covell, his men and the critical public were satisfied that the "contraption would work." Under an act of the Legislature the freeholders and inhabitants were entitled to choose annually as many fire wardens as the trustees might order or direct. The fire warden thus elected, if he should refuse to execute the duties of his office, was liable to a penalty of not less than twenty-five dollars. The act also specified that the firemen were exempt from jury duty and service in the militia, "except in cases of actual invasion of this state or insurrections therein, provided that the number of firemen in the village did not exceed twenty." The number of twenty firemen allowed by the village was completed on June 1, 1798. In order to place the engine in an advantageous position to throw water effectively upon buildings on fire in the village, wells were dug at or near the corners of intersecting streets, and pumps placed for the use of the firemen, says an early authority, writing on "Firemen and Fire Departments of Troy, New York."

First Reservoir—"The supply of water in the village was increased about this time (1799) by a line of wooden pipes laid to it from a small stream running along the Hollow Road, now Spring Avenue. The privilege of using the water rising from a spring on the farm of Stephen J. Schuyler, and filling a reservoir constructed to receive it was conveyed, on November 15, 1800, to Israel Clark, a physician of West Windsor, New Jersey, by Stephen Van Rensselaer, on the condition that the former should support and educate the infant son of Mahlon Taylor, deceased, during his minority, from the rents and profits of the water supplied the people of Troy through the wooden pipes or aqueducts extending from the reservoir to the village. As described in the deed, the reservoir was built on the stream, at a point where the same was 'intersected by a right line running from the most southerly point or corner of the southernmost grist mill' of the said Mahlon Taylor, deceased, 'standing in a direction south forty-one degrees and thirty minutes east, at the distance of about nineteen chains from the said most southerly point of said grist mill.' For the right of the water, the grantee paid annually 'twenty bushels of clean merchantable wheat.' In making excavations along the line of the wooden pipes laid to this early constructed reservoir, it not unfrequently happens at this late day that one or more of these conduits are found still in a good state of preservation." (The above is recounted as being of worth, and showing the beginning of the water supply system of pipes, which eventually led to the adoption of the hydrant and pressure service in the fighting of fire.) "One of the noteworthy customs that gave publicity to the care and superintendence of buildings exercised at that time, not only by the village fire wardens, but also by the assessors of property, was that of the making of lists by

the freeholders descriptive of 'the size and number of their lot or lots,' as delineated on the map of the village, and of 'the size and height of their dwelling houses, with the particular dimensions of all the windows contained therein,' and also of 'the size and height of their back kitchens, with the dimensions of the windows therein contained.'

"'In case any fraudulency or omissions' were 'discovered in the lists,' the offender was liable to be subjected 'to a fine of not more than five hundred dollars nor less than one hundred.' These acts of supervision on the part of the officers delegated to perform them show the great care that was taken to promote the best interests of the early inhabitants of Troy, and also the duties required of the freeholders in advancing them."

Firemen of Village and Their Apparatus—From the same authority as quoted above it is learned that: "The public service of the first company of firemen, organized in Troy, in 1796, was particularly valued by the inhabitants, who, individually and collectively, realized the benefits which their efficiency and the possession of an engine afforded them. The multiplication of buildings in the village, especially those in which merchandise was stored, suggested a timely care of them from the perils of fire. At the meeting of the freeholders and inhabitants, held at Moulton's Coffee-house, on March 9, 1801, the propriety of augmenting the means to be used in protecting buildings from spreading flames was duly considered, and it was voted that five hundred and fifty dollars should be 'applied to the purchase of another fire engine, and fifty dollars to procure fire-hooks, axes, and such other implements for the purpose of extinguishing fires as the persons . . . . named as commissioners for laying out the money' should 'think necessary.' . . . . As the trustees were not vested with the power to appoint a larger number of firemen than twenty to have the care and management of the fire apparatus, the freeholders obtained authority to increase the number to forty under an act passed by the Legislature on April 6, 1803. Fire engine No. 2 was bought June 20, 1803, and Fire Engine Company, No. 1 was given fifteen of the newly-enrolled firemen, while the twenty-five remaining recruits were attached to Fire Engine Company, No. 2. Thus the early Troy Fire Department began to grow apace, having now proudly shed its swaddling clothes and given the village more than one active company of firemen. Silas Covell was given the command of Fire Company, No. 1, and Edward Tylee that of Fire Company, No. 2. The department was now prepared to fight any fire that might break out in the village."

Hooks and Ladders Come Into Use—A start was made by a "resolve," in 1807, toward the formation of a hook and ladder company, but nothing was actively done until three years later, when a company was ordered made up of ten men, who should have charge of the "firehooks and ladders," and in case of "the breaking out of fire" to "take them to the fire and manage and control the use of them." In June, 1813, this resolution and the accompanying order were repealed, and the firemen detached from the engine companies to care for the hooks went back to

their old commands. However, not quite a year later, the trustees revived the "hook and ladder" resolution, with the exception made that firemen to have the charge of them should continue to remain as members of their respective companies. It was practically seven years later that the hook and ladder company was actually organized as a unit of the fire department. In 1804 two engine houses were ordered "built, purchased or exchanged" for the housing of the two fire engines, the hooks and ladders and the buckets. The first Board of Fire Engineers was appointed in 1808, the members being in that year George Tibbits, Nathan Bouton, Peleg Bragg, and Jonathan Weedon. "By an ordinance of March 2, 1811, the fire wardens were 'no longer required to cover their hats with white' during the time of a fire, but were directed to 'carry a white staff as a badge of their office.'" Economy of the water supply and preservation of the aqueducts in the village were urged upon the inhabitants, and a law to that effect was passed in 1806. In 1814 a company was incorporated and authorized to replace the earthen conduits with cast iron pipe to be laid in the village system.

First Fire Districts Created—"In 1806," says Weise, "the village by an act of the Legislature, passed on April 4, was divided into four wards; the first comprising that part lying south of a line drawn through the middle of Ferry Street, and extending to the Poestenkill; the second, that part between the first ward and a line drawn through the middle of State Street; the third, that part between the second and a line drawn through the middle of Elbow (Fulton) Street; and the fourth, that part north of the third ward and south of the Piscawen Kill flowing until recent years into the Hydraulic Canal at the State dam."

The third fire company of the village was undertaken by a number of "intelligent and progressive inhabitants," who petitioned the Legislature "to constitute them and their associates a body politic and corporate. Their request was granted with authority under a charter entitled, 'An act to incorporate the Washington Volunteer Fire Company.'" The company was to consist of twenty-five members "and no more." Members were elected by balloting with white balls, and candidates were rejected by black balls. The two-thirds rule governed elections. The initiation fee was two dollars; absence from roll-call entailed a fine of twelve and one-half cents; absence from meeting, a fine of fifty cents; if "out of town," a fine of twenty-five cents; if "guilty of improper behavior, indecent language, or profane swearing" during a meeting, a fine of twenty-five cents for each offense. The fire engines were washed at "stated times." Wilful neglect in not attending a fire was penalized by a fine of five dollars. Expulsion from the company was the dire result of a delinquent "telling a lie, or in any manner prevaricating in order to get clear from paying this fine."

The necessity of the town of Troy having an efficient and up-to-date fire department in 1813 may be gathered from the fact that in that year the town, in wealth and trade, "took the third rank in the State among its populous towns. The two banks had an aggregate capital of $850,000. The two brick banking-houses were styled 'handsome edifices,' 'very

ornamental,' and were described as standing 'contiguous' in the 'central part of the village.' There were six hundred and sixty houses and stores, five houses of worship, the court house and prison of the county, a market-house and many other buildings, mostly wooden ones, many of them 'large and elegant,' as were also those 'built of brick.' The trade of Troy was carried in about thirty sloops and eighteen smaller vessels to and from points on the Hudson." The population of the village in 1815 was 4,254, there having been an increase of 1,999 in ten years.

City Fire Department Rules—Following the incorporation of Troy as a city, April 12, 1816, two additional wards were set off, making six wards in all, and the firemen of the former village came under the ordinances passed by the Common Council. New rules were drawn up and enforced; particular attention being paid to the badges and insignia of the executive officers of the Fire Department. "Whenever and as often as a fire broke out in the city the fire wardens were immediately to repair to the same with their staves as badges of their office. The fire engineers were ordered to have their hats covered with a white cloth to distinguish them from the rest of the firemen and the spectators. The "conservators of property were also to hasten immediately to the place of the burning buildings with pieces of white cloth tied around their left arms, and take charge and custody of all goods and chattels removed from the burning houses and from those endangered by the flames and have them conveyed to secure depositories. The citizens were also to hasten to the scene of the fire with their fire buckets, and to be obedient to the orders of the fire engineers, fire wardens and conservators of property. In case a fire should happen at night, it became the duty of every owner and occupant of a house in the first, second, third and fourth wards, as soon as an alarm was heard by them, to place a lighted candle at the front door or window of the house in which they resided and to keep the same there during the night, unless the fire was sooner extinguished. Every fireman was to wear a fire hat at all fires and when cleaning the engines. It was the duty of the city watchmen to convey all the fire buckets remaining at or about the place of the fire to the market-houses within twelve hours after the extinguishment of the fire. Every owner and occupant of a dwelling house in the first, second, third and fourth wards was required to provide himself and to keep a number of good and substantial leathern fire buckets according to the public specification; for every dwelling having one or two fireplaces or stoves, one bucket; from two to four fireplaces or stoves, two buckets; from four to six fireplaces or stoves, three buckets; from eight to ten fireplaces or stoves, five buckets; for every fireplace more than ten, one bucket." There were similar regulations for protection from fire in stores, shops and tenements where merchandising was done. The names of the owners of the buckets and the numbers of the lots on which the houses in which they lived stood were to be painted on the buckets owned by them. The buckets were to be kept always in a place where they could be reached easily in case of fire, and were not to be used for any other purpose but the extinguishment of fires. The fire wardens had as a part of

their duty the regulation of the size of the chimneys and the exercise of care to the end that they were built large enough to admit chimney-sweeps to sweep and clean them. The Common Council passed an order requiring the firemen to work their engines and play their hose "at least once in each month from April 1 to November 1."

Stringent Fire Regulations—The great fire of June 20, 1820, with its terrible toll of property and lives (see division on "Disastrous Fires of Troy"), had its salutary influence upon the inhabitants, who, through their representatives in the Council, caused "some very stringent laws regarding the use of fire and the construction of buildings" to be adopted. "The following amendment to a previous ordinance shows the precautionary character of the regulations that were published in the newspapers shortly after the fire: 'Whereas, The practice of smoking segars and pipes in the streets, alleys and outhouses in the city of Troy exposes the said city to injury from fire; therefore, be it ordained by the Mayor, Recorder, Aldermen and Commonalty of said city, in Common Council convened, that from and after the publication of this law, no person shall smoke or carry any lighted or burning segar in any street, alley, barn, stable or outhouse in the city of Troy upon pain of forfeiting and paying for each and every offence the penalty of one dollar,'" The city, through its Council, also took steps at once to enlarge the equipment of the Fire Department. The Washington Fire Company voted to sell its engine to the city three days after the conflagration started. The deal was never completed, however, and the Washingtons did not attempt to buy a new engine as had been suggested. Fire Company No. 2, six days after the fire, suggested that the city buy a new engine for that company, and the Council passed the order to carry out the plan. Still another suction engine was bought, thus adding materially to the fire protection equipment of the city. The Council also passed an order directing that one of the fire engineers "cause hanging stairs to be provided to afford convenient access to the water in the river Hudson, at State and Albany (Broadway) Streets, in time of fire." Four years after the great fire of 1820 the city had taken on a remarkable growth in buildings of substantial construction, "extensive brick edifices and some private mansions." New county buildings and a number of new churches of attractive design had been erected. In 1824 a new engine was purchased for the Fourth Ward. Four years later another engine was purchased, this one, for the First Ward. The common Council authorized the organization of another fire company, the fire department now comprising seven companies. April 27, 1829, the Troy Fire Department was incorporated through a grant of the Legislature, and the department was declared to be "capable of purchasing, holding and conveying any estate, real or personal, for the use of said corporation," that should not exceed at any time the sum of one thousand dollars. The funds of the corporation might be appropriated to the relief of indigent or disabled firemen or their families. Any surplus, or a part of it, as the trustees might deem proper, might be applied "to the purpose of extinguishing fires, under such limitations and restrictions" as they might, "with the sanction of

the corporation of the city of Troy, deem proper." The Common Council had the power to pass all ordinances for the control of the fire department in "all things relating to the duties of all firemen." The fire engineers became members ex-officio of the board of trustees of the department. Those were the days when the engineers and other officers of the department deemed it so great a privilege to occupy their positions in the department that they paid dues for it. A "donation committee" to look after the wants of indigent and disabled firemen and their families and render necessary relief, and a "school committee" to provide the children of indigent and deceased firemen with proper and useful schooling were appointed by the trustees, these acts being signally prominent as showing the progressively beneficial and philanthropic character of the fire department of those early years. In May, 1824, when the first directory of the city of Troy was issued, the statement was made: "It may, perhaps, be thought that too great a portion (of the buildings, old and new) are of wood, but provision has been wisely made against the too rapid increase of such tenements in future."

Hydrants Replace Old Pumps—In 1817 wells were the fashion in the crude fire protection system of the village of Troy. In 1824 pumps in paved areas were the vogue, and the top of the pump was lighted by night at the expense of the city. The fire engines were supplied with water pumped from the wells or with water pumped by the new fire engine stationed near the Hudson River, this engine forcing the water through a pipe to an engine in closer proximity to the fire. "Those were the good old, rare old days" when the fire companies vied with one another not to let the "river pumpers" flood their engines playing on the fire; and arms, feet and backs were impressed into persistent service, lest those "guys at the river get the better of us here at the fire." In March, 1832, the city of Troy moved to acquire all the real estate, rights and privileges of the Troy Water Works Company, and thus become the owner of its water supply system. In June of that year the company disposed of its holdings to the city in return for the sum of $99.13. In 1833 the right of use of the surplus water of Piscawen Kill at the State dam was granted to the city, and the city, having built a reservoir near the present line of Oakwood Avenue, began to distribute water through the mains to certain points of the community. The offices of the board of trustees gradually lessened the responsibilities of superintendence of the fire department by the Common Council. The board in 1829 began to nominate the chief and the assistant engineers, the Council reserving the right to reject all nominations which were unacceptable to the members of that body. Townsend McCoun, chief engineer, in his report to the Council for the year 1830, stated that the department was comprised of eight fire engine companies, and one hook and ladder company composed of two hundred and seventy-five men, eight fire engines, five hose carts, two thousand two hundred feet of hose, one hook and ladder carriage, five ladders, five hooks, two ropes, eight axes, and thirty-one fire buckets. "The number of conflagrations during the year" was five, and "the estimated loss of property consumed, $8,500."

Church Clock Fixed Time Standard—Late in the year 1831 a new fire engine arrived for Engine Company No. 1, and its old engine, purchased in 1796, was taken in part payment by the builders of the new one. In 1832 the fire trustees forsook the inns and taverns as places for their annual and other meetings, having been granted the privilege of holding them in the "Mayor's Court" in the new Court House. With the purchase of still another fire engine, in 1832, probably came the first adoption of copper-riveted hose by the Troy Fire Department. The department previously had used sewed hose, which did not prove serviceable. In 1832 a regularly organized hook and ladder company was a matter of record. Fire Engine Company No. 8 was organized in 1832. In that year also the old Court House bell was hung in the cupola of the new county jail, at the expense of the city, that it might the more advantageously be rung as an alarm of fire. The bell was cast in 1794 in New York City. The annual meetings of the fire companies were held at 6 p. m. so that they might be followed by suppers served by the innkeepers at whose establishments the meetings were held. Sometimes the company paid for the supper; when the funds were low "they passed the hat." At one of these meetings economy was the watchword, and the innkeeper was ordered to serve a "cold cut for the refreshment of the company." Differences of time among the watches of the firemen were adjusted with the completion of the Second Presbyterian Church, and the installation of a clock in its tower. Engine Company No. 4 voted "that the roll-call of this company shall be governed by the clock in the 2nd Presbyterian Church of this city."

It was in 1834 that the question of adoption of hydrants for taking water directly from the mains was favorably acted upon by the Council. Hydrants were erected at different points on the main streets of the city following the construction of the improved water works. Members of Engine Company No. 3 were permitted to form themselves into a hose company for the purpose of fighting fire with water taken from the hydrants independent of the service of an engine, since the company's engine had become virtually valueless "through wear and tear." Old Fire Engine Company No. 3 then became Franklin Hose Company No. 1, and the ancient fire engine was sold by Chief McCoun on behalf of the trustees. In 1834 Albert Richards became chief engineer of the department.

Charities and Salaries—Education of children of deceased firemen and those of poor and destitute widows in the days prior to the free school system in the city of Troy was made a consistent part of the annual appropriations of money made by a number of fire companies in the early days of the department. "Engine Company No. 2 was the first to devote a part of its funds to this worthy charity. At the company's annual meeting, in January, 1834, the chairman of its school committee presented a list of the names of the children who had attended schools as beneficiaries of the organization, many of whom, after reaching manhood and womanhood, had become 'highly respected members of society,' and those who were still minors 'bade fair to honor the cause,'

showing, as the chairman of the committee remarked, 'the great benefits to be derived from a small sum of money properly expended.' The number of children schooled by the company in 1834 was thirty-five."

Two fires occurring on a Sunday morning in January, 1835, gave rise to the movement for installing two hook and ladders companies in the center of the city.

For many years the sextons had voluntarily rung the church bells in case of fire. But in 1835 the sextons made representations to the effect that they ought to be compensated for that service, and the bell-ringers petitioned the Common Council for consideration of their case. The Council generously responded by passing the following resolution: "Resolved, That hereafter on the happening of an alarm of fire in the first four wards of the city, the sexton of any church or meeting-house, who shall first ring the bell of his church after said alarm is given, shall receive as compensation therefor the sum of one dollar on the presentation of a certificate from the chief engineer that he is entitled to such compensation." It seems that there was a great rush on the part of the sextons, old and young alike, to be the first to sound the alarm of fire, and the more ingenious of them sought by the use of cunning devices or schemes to outwit those who were slower of body or wit. The story is told of one sexton, that of St. John's Episcopal Church, who had his mind all made up to get as many slices and as frequently as possible of the new munificent salary. The church stood on the northwest corner of Congress and Third streets, and the sexton was highly successful in ringing the bell of that church immediately on a cry of fire at night by extending a rope from the machinery in the belfry to his bedroom in a building adjacent the church.

First Firemen's Musters—Firemen's musters, as they were afterward known, early became popular events, and the "Public Square," as Washington Square then was called, was the scene of many a trial of the different companies of firemen in their attempts to excel one another in throwing water from their engines, or from equal lengths of hose streams of water beyond the points reached by the streams of their opponents. Unless the water was too low these musters took place at the fountain in the square from the basin of which the water was taken by the suction pipes of the engines. In 1836 Engine Company No. 9 was organized, given an engine and "a suitable engine house." In that year the chief reported that he had a force of three hundred and seven men. In 1835 the city of Troy had 16,959 souls within her borders. Streets, lanes, buildings, foot-ways, treebelts, and the lighting system were all declared to be of a high order of excellence, generally speaking. Particularly was this true of the water works: "The city is abundantly watered by subterranean pipes of iron from a basin in the neighboring town of Lansingburgh (now a part of the city of Troy), seventy-two feet above the city plain, receiving the water from Piscawen Creek. The height and volume of water are sufficient to furnish jets *d'eaux* in the city, and to throw large streams in case of fire without the intervention of engines. The supply of water is one and a half millions of gallons per

day. The cost of the works was $120,000." In 1837 two groups, one of Mount Ida folks, and the other of Middleburgh, were organized as firemen, the former as the Ida Hill Company, which received the engine, hose cart and six hundred feet of hose of the Engine Company No. 4, and the latter as Hydraulic Engine Company No. 9, which was later issued an engine by order of the Council. Eagle Hose Company No. 10 was formally constituted in 1837 of former members of the old Engine Company No. 4. A year later the new hose company received its reel. The members of this company at their own expense put its firehouse in order, procured a lamp and rope for the new cart and an additional axe. They also provided themselves with new uniforms. That is the way the firemen of the city in those days fired up, painted up and dressed up. The new engine company on Ida Hill was renamed, with the revival of the title of Engine Company No. 4, which was given to that group. The Washingtons, in 1837, received a new hose-cart and presented their old one to the city for use in some outlying ward.

A large "capacity test" of the different engines of the fire companies in Rensselaer County was held in connection with the fair of Rensselaer County Agricultural Society at Troy in 1850. The first premium was awarded to the Good Intent Company No. 13, of Troy. In the winter of 1850 Neptune Company No. 2 received a new silver-embellished engine. The year 1851 witnessed the discontinuance of the services of a number of companies and the organization of others. Hook and Ladder Company No. 3 was disbanded and in less than a month was reorganized under the same name. Cataract Engine Company No. 8 was similarly disbanded, and seven days later the Common Council ordered that it be reorganized. Franklin Hose Company No. 1 and Phoenix Hose Company were dispossessed because of their transgression of an ordinance of the Fire Department. Engine Company No. 5 received its new engine in 1851, and by rivalry, fraught with ill-feeling, and occasionally by violence of a highly alarming character, the company sought to take from Good Intent Engine Company No. 13 the honors bestowed upon it by the citizens of the Sixth Ward. It is not recorded whether the No. 5's were successful in their attempts. In 1851 the Washingtons sold their old engine and bought the latest thing in fire engines, a highly improved and wonderfully embellished machine, for $1,200. It had a mahogany box and deck trimmings of rosewood, with finely forged iron work and silver-plated decorations.

Fireman Pierce Crushed to Death—"If that wall falls, I shall never finish my course at the institute," declared Thomas H. Pierce, a member of Neptune Company No. 2, on Christmas morning, 1851, a few minutes before a wall of the burning grocery of Jason J. Gillespy, 269 River Street, fell and crushed to death the young Rensselaer Polytechnic student. The fire had been started by burglars Christmas eve in making a flame-test of liquors let loose from a number of casks whose contents they were bent on stealing. The grocery was destroyed; Pierce's body was later found buried six feet in the debris in the basement. E. Warren Paine was struck by falling bricks, but escaped serious injury. George

W. Vail was buried beneath the debris but was rescued alive by his comrades. The brave Pierce's funeral was attended by delegations of his own and the Washington companies, officers of the Troy Fire Department, students of Rensselaer Polytechnic Institute and a large body of citizens. The Neptune Company caused a marble tablet to be erected in the wall of its engine house, in 1856, the inscription being:

THOMAS H. PIERCE,
a member of this Co.,
who was killed at the fire Christmas morning, 1851.
Erected by his fellow firemen,
who can give no better epitaph than
that he lost his life while at
the post of duty.
Neptune Engine Co. No. 2.

The tablet later was placed in the upper room of the old Arba Reed engine house.

Lafayette Engine Company No. 10, in 1852, received a new piano-box engine, having traded in its old apparatus. In that year, too, Aetna Engine Company No. 12 bought a new engine to replace its old one. Hope Engine Company No. 6 was provided with a new piano-box engine by the citizens of Albia.

October 28, a disastrous fire destroyed the coach and car works of Eaton, Gilbert & Company, three dwellings, and the North Baptist Church. Franklin Hose Company No. 1 was reinstated in 1853 by order of the Common Council. The Council in that year designated nine churches whose bells should be rung at alarms of fire. The sextons' services were to be compensated as follows: "To the one ringing the first bell, ten shillings; to the one ringing the second, eight shillings; to the one ringing the third, six shillings; and to each of the other sextons afterward ringing, four shillings; the precedence in time of ringing the bells being left to the sextons to decide, and to the chief engineer to confirm." Good Intent Engine Company No. 13 sold its engine to the village authorities of Stamford, Connecticut, and purchased a hose cart for fifty-five dollars.

First Departmental Parade—The Troy Fire Department regaled the people of the city with its first annual parade, in September, 1853. The companies and their equipment made a brave showing, the men appearing spick and span in their full-dress uniforms and the apparatus being resplendent in highly polished metal work and beautifully finished woodwork. There were three divisions in the column. The custom thereafter followed by the department until the volunteer department was disbanded, was instituted by William Madden, who was appointed chief engineer in 1853. At the time of the first parade the department consisted of thirteen engines, fourteen hose carts, one hose carriage, three hook and ladder trucks and a personnel of five hundred and seventy-one firemen.

In September, 1853, the Premier and Neptune companies, by invitation of the Montreal Fire Department, were entertained by the firemen of the Canadian metropolis in royal style, and their hosts marched with

their guests through principal streets of the city. These two Troy companies were said to be the first fire companies to enter Canada from the United States. On their return to Troy, the companies were escorted to their engine houses by Franklin Hose Company No. 1. Niagara Engine Company No. 7 entertained and gave a reception for the Washington Guards, of Peekskill Engine Company No. 2, and its band in October, 1853. Eagle Engine Company No. 10 took part in the big parade of the New York Fire Department and visiting firemen, October 14, 1853. The Eagle Company, with whose members were Chief Engineer Madden and Foreman George W. Shepard of the company, was presented with a diminutive model of a fire engine elaborately constructed and finished. Engine Company No. 6, of New York City, and Engine Company No. 12, of Albany, were entertained at Troy, in July, 1854, by Good Intent Engine Company No. 13. In that month, also, Empire Engine Company No. 5 and Eagle Engine Company No. 10 were hosts of Engine Company No. 7, of Brooklyn, and Engine Company No. 11, of Albany. These items of a social character are related as showing the good relations that had come to exist between companies of the Troy department and those far removed from this city. Often they were helpful to visitors and hosts alike, as well as instructive to the inhabitants in exhibiting to them the progress being made in the equipment of men and apparatus of their own and other cities.

Fire of 1854—The million-dollar fire of August 25, 1854, wrought even greater havoc than the previously greatest conflagration in the city of Troy, June 20, 1820. The city and its inhabitants were hard hit by this disaster, but with outside help and their own incomparable courage they set about to recoup their losses where possible, and to revive the channels of trade that had been choken by the effects of the fire.

The second annual parade of the Troy Fire Department, September 2, 1854, was "an attractive procession of more than five hundred handsomely uniformed firemen and four bands of musicians. . . . . Before the procession moved through the streets, a fine silver fireman's trumpet was presented Chief Engineer William Madden by Franklin Hose Company No. 1; George Worden, foreman of the company, presenting it. During the progress of the parade, the bells of the city were rung, and at various points the procession was greeted with the discharge of cannon. . . . . In the evening the Fire Department gave a supper at the Mansion House to the Providence (Rhode Island) firemen. Among the invited guests were Russell Sage and John M. Francis, leading citizens, who responded to the calls of the firemen upon them for speeches." Union Engine Company No. 3, after a delightful stay in Troy, were presented on their departure for Providence with a large gilt eagle and a picture of Eagle Engine Company, which presented the gifts. In October of that year the Union Company, disbanding at Providence, sent to Neptune Fire Company, of Troy, as relics a "beautiful drag rope, forty feet long, of red, white and blue strands of silk wool; a set of tug ropes covered with velvet, and two heavy brass speaking trumpets.

The next engine of the Washington Company having been found too cumbersome for movement and operation, the company disposed of it and its hose cart for $1,200, bought a new engine and hose cart, both of "improved pattern." The company was privileged by the amended city charter to increase its membership to seventy-five. The Council, in 1854, ordered that the bell on the jail should be included in the number of bells to be rung at alarms of fire. At this time there arose the question of having a paid fire department in place of the volunteer system. But political influence and the service of the volunteer companies prevented action on this forward movement. In 1843 and 1853 the water supply was enlarged by the construction of additional reservoirs on Piscawen Kill, west and east of Oakwood Avenue. The total cost of the Troy water works on March 1, 1848, was $160,496.37. The total number of feet of mains in the system of distribution was 59,497. March, 1855, under authority from the Legislature, Harvey Smith, William F. Sage, Thomas Symonds, Joseph M. Warren, and Liberty Gilbert were constituted water commissioners, the successors of whom were to be appointed by a two-thirds vote of the Common Council.

The third annual parade of the Fire Department, September, 1855, had in line nine engine companies and one hook and ladder company, and three hundred and thirty firemen. The Knickerbocker Engine Company, of Waterford, was a guest company in line and at dinner afterward. The Hope and Premier companies threw streams "against the Third Street Baptist Church steeple." One of the largest fire engines in the United States at that time was that of Diligent Hose Company, of Philadelphia, whose members, with those of Tivoli Hose Company, of Albany, were guests at a banquet given by Neptune Company, of Troy, October, 1855. The Troy firemen that month also played hosts to Ocean Hose Company No. 1, of Springfield, Massachusetts, and Engine Company No. 8, of Albany. December 8, 1855, former Chief Engineer John F. Prescott died suddenly aboard the steamship "Rip Van Winkle," while returning to Troy from New York.

Birth of the Trojan Hooks—Vesuvius Hook and Ladder Company No. 3, having entered the moribund stage, was resuscitated, in 1856, by the infusion of "new blood" through the efforts of two "live" members, and the company membership was increased to twenty-two. The rejuvenated company, having a decrepit old hook and ladder truck, persuaded the Common Council to appropriate $500, which, with $100 contributed, bought an "up-to-date" truck in New York. Now came about the incident by which one of the most important and locally historical fire department units of the city of Troy was named. Members of Hook and Ladder No. 3, not liking the name Vesuvius, sought to have the name altered, and after many suggestions, the name of Trojan was adopted. This, in 1856, was the origin of the famous Trojan Hooks, whose organization remained until the coming of the paid department, its membership having always included some of the leading citizens of Troy.

Nearly all the engine companies participated in the big Fourth of July

parade in 1856, which was "notable for its length and attractiveness." Andrew Meneeley's fine residence and the dwelling of Thomas Dyer, in West Troy were rescued from the flames in a severe fire there in August, 1856, and the owners of the houses sent checks of appreciation to Premier Engine Company and Cataract Engine Company, which at great danger had fought the flames spreading from a fire started in a lumber pile.

Rough and Ready Engine Company, having been disbanded in August, 1856, by the Common Council, that body, in November of the same year, resolved upon its reorganization. The Niagara's old engine was ordered sold and a new one purchased. Washington Hose Company No. 2, of Albany, was an invited guest for the fourth annual parade of the Troy Fire Department, October, 1856, when the members of the Premier Engine Company appeared in uniforms that had cost them $400.

Three firemen were severely injured by a falling wall at a fire that destroyed a number of the George Vail mercantile and shop buildings in weather nine degrees below zero, January, 1857.

The Washingtons' engine, which was not permitted to go beyond the city's limits without special authority, was rudely impressed into service by members of Premier Company, February, 1857, who kicked in the door of the engine house, took the engine to a fire and fought the flames in the freight house of the Rensselaer & Saratoga Railroad on Green Island, where a quantity of lime had set the building on fire after high water from a freshet in the Hudson had come in contact with it. Eagle Engine Company No. 10 had its "crane-neck" engine improved by a New York concern, in 1857, at an expense of $1,000, appropriated by the Council. Hook and Ladder Company No. 1, having disbanded, the Council in 1857 ordered that the company's house, truck, ladders, hooks and other implements be given in charge of the chief engineer.

The Trojan Hooks were the cynosure of all eyes in the splendid parade of July 4, 1857, as before the procession started the company had been presented with a beautiful silk United States flag by a number of lady admirers. That was a memorable day, also, on account of the burning of the Troy woolen mill at Albia, to which the Troy companies ran from the celebration at top speed; horses and firemen falling out by the way from the great heat and exhaustion. The Premier Company is said to have arrived at the burning mill twenty-eight minutes after its engine was taken from its house on State Street. The Troy Woolen Company's loss was $50,000, and one hundred and fifty people were thrown out of employment.

Premier, Neptune, Franklin, Eagle and Trojan companies attended the funeral of ex-Governor William L. Marcy, a former resident of Troy and an ex-fireman, at Albany, July 7, 1857, and an account of the funeral stated that "no finer appearing body of men was seen than those of the Troy Fire Department." After the obsequies in Rural Cemetery, Albany, the Troy firemen marched home, arriving about nine o'clock.

Pacific Engine Company No. 28, of New York, was entertained by Neptune Company No. 2, while the former was on its way to Saratoga

Springs, August, 1857. The New Yorkers made a fine showing on parade and were guests at dinner at the Troy House, after having partaken of a collation at the residence on Albany Street (Broadway) of Alderman Thomas Coleman, chairman of the Council Fire Department Committee. The Pacific Company, on its return to New York, sent a Malacca wood cane, suitably inscribed, to Alderman Coleman in remembrance of the visitors' "kind reception."

A brick engine house for Hibernia Engine Company No. 12 was ordered built by the Council, September, 1857.

Thousands viewed the fifth annual parade of the Troy Fire Department, October, 1857, when twelve of the department's fifteen companies were in line, the number of firemen marching being four hundred and ten. Lansingburgh and Albany firemen marched with them. The Washington Volunteer Fire Company was preceded by a large Newfoundland dog—very fond of running to fires—which wore a lettered collar bought for it by the company.

Premiers Win First Money at Albany Muster—There was a big event at Albany, September, 1858, when a firemen's parade and trial of engines were held. Premier, Empire State, Niagara and Eagle engine companies of Troy attended, attracted by the prizes hung up of $500, $400, $300, $250, $200 and $150, to be awarded in the water-throwing contests. In the trial for the first class prize, Engine Company No. 7 stood sixth; second class, Engine Company No. 5 stood eleventh; third class, Premier Engine Company stood first, throwing a stream one hundred and forty-two feet.

Owing to ill-feeling on the part of some companies because of assignment of certain positions in the line to other companies, the sixth annual parade of the Troy Fire Department, October, 1858, was not as large or as successful as those in former years.

The "State Street Fire College"—the Fire Department building—was improved with arched doorways in December, 1858.

Fights Other Than Against Fires—In the year 1859 there occurred a number of unseemly incidents in which members of the department and others were involved, the principal affray being between members of Premier Engine Company and Niagara Engine Company. An account of this incident, of January 17, follows:

> A difficulty occurred between members of two fire companies—Nos. 1 and 7—last evening, when returning to their engine houses after the alarm occasioned by the fire in West Troy. The companies met in State Street, near Second, and by some means their engines became locked together, which caused an immense amount of talking between all the parties concerned as to who was to blame. In the melee a young man named Samuel Little, who was with No. 7, was struck with a wrench in the hands of an officer of No. 1. The assault was an unprovoked one, according to Little's account, who was not engaged in the fray, and remonstrated against his antagonist's carrying a wrench. Several others, in both companies, were more or less hurt, including R. V. Freeman, the foreman of No. 1. The belligerents finally separated. An investigation will probably take place in the Police Court this morning. We are sorry to note any evidence of bad feeling in our department, which, for a long time, has been noted for its good order. We hope the officers will promptly put a stop to these proceedings, which must eventuate in serious trouble.

Another account of an altercation on February 14 of that year:

The animosity engendered by this (the foregoing) altercation was further increased by another, on Monday night, February 14, on Third Street, in which the members of Premier Engine Company, Niagara Engine Company and Franklin Hose Company engaged. The originators of these disturbances were a number of vicious, quarrelsome men, whose connection with the companies was considered by the other men as highly derogatory to the service of the department. As remarked by one of the daily newspapers regarding the ill-will causing such encounters, "a large majority of the firemen detest all feeling of the kind, and it is too bad that they should be disgraced by the continued connection of loafers with the department, or made even indirectly responsible for acts they abominate. Action should be taken in this matter at once, and before the prevalent feeling reaches a culminating point of brutishness, similar to that which so injured the department several years ago."

Still another:

A disagreement having arisen between the members of Eagle Engine Company No. 10 and those of Neptune Engine Company No. 2, respecting a prior right to use a certain hydrant at the fire which burned about six o'clock on Sunday morning, March 20, a building, No. 359 River Street, occupied by Augustus Fox as a candy manufactory, and one south of it, occupied by Ross & Smith, leather dealers, a fight followed for the possession of the hydrant, in which a number of the participants received facial disfigurements and bodily injuries from the violent use of trumpets and wrenches in the hands of excited officers and firemen. Two firemen were also hurt by bricks thrown from the top of a house near the fire. Several aldermen and police officers, who were on the ground, ... used all their power in quelling the disturbance, and some of the offenders were taken to jail. . . . . After the flames had somewhat been suppressed, liquor was distributed among such of the firemen as would drink it, and the result was more fighting and more arrests. We are glad to be able to say that several of the companies refused to allow liquor around their engines, and that while the fights were progressing, not a dozen men upon such of the engines as were at work left the brakes.

The Common Council took cognizance of this last "scrap" and suspended two of the officers of Eagle Engine Company from the service for twelve months.

But it took one more to make up the "three out, all out," as will be seen:

Another scene of violence and bloodshed was witnessed at the burning of a barn in an alley south of Adams Street, between twelve and one o'clock, Sunday morning, July 10. The pipeman of Hibernia Engine Company, No. 12, having turned the stream of the engine upon the members of Niagara Engine Company No. 7, at work with their engine, orders were given to the pipeman of the last-named company to turn its stream upon those of Hibernia Engine Company. In the fight that followed, wrenches, axes and clubs were violently used. The members of Hibernia Engine Company also fiercely attacked the policemen who were trying to quell the fight, and several were badly hurt. Asssitant Engineer Levi Smith, Jr., was struck with a wrench, and an attempt was made to strike him with an axe. "There is little doubt," remarked one of the daily newspapers, "that the members of Engine Company No. 12 were the aggressors in this affair, and the fact of their being ordered home by the chief engineer would seem to show that their insubordination was the sole cause of the fight." The matter having been referred to the committee on the Fire Department, the Common Council, on hearing its report, expelled three of the members of Engine Company No. 12 and one of Engine Company No. 7.

Union Hose Company No. 3 was organized January 22, 1859, and was given the use of the old Franklin hose cart until its new cart arrived. The organization later took the name of Joseph C. Taylor Hose Com-

pany No. 3 in honor of the deceased ex-chief engineer. In that month also General Wool Hose Company No. 2 was organized, and amid a procession and great eclat the company received a beautiful $1,000 hose carriage. In that month a number of members of Premier Engine Company became the Hyland Hose Company, having taken the name of William Hyland, a prominent member of the company. This company was given a $400 "four-wheeled, iron-axled, brass-hubbed" carriage, weighing five hundred pounds.

March 10, 1859, the chief engineer reported that the department consisted of five engineers, four hundred and sixty-one members of engine companies, ninety members of hose companies, and eighty-three members of hook and ladder companies, making a total of six hundred and thirty-four members, and that these were members of twelve engine companies, each having a hose tender; three hose companies, and two hook and ladder companies.

The annual parade of the department, September, 1859, was declared to have been "the largest ever witnessed in the city. Fifteen of the seventeen companies of firemen, represented by five hundred and fifteen men, took part in it. 'The weather was unusually fine, and the long line of march, more than eight miles, was probably performed with less fatigue than has attended shorter ones when the ground was covered with mud.'"

In that month Torrent Engine Company No. 4 received its new engine, made by a Lansingburgh concern. The following month Neptune Engine Company went to Rutland, Vermont, where it was hospitably entertained by the firemen of that town. In December Premier Engine Company received a new engine of the "crane-neck" type.

Advent of Steam Fire Engine Service—The first steam fire engine of record was manufactured in London in 1829. The first steam fire engine made in the United States was probably that built by Paul Rapsey Hodge in New York City, it having been completed in 1841. It was a self-propelled engine, the first of the kind ever built. Pearl Hose Company No. 28, of New York City, was the first body of firemen in the United States to play a stream of water from a steam fire engine. This pioneer "steamer" was afterward sold to a New York box manufacturer, who used it as a stationary engine. The first company of firemen in New York City to be formally issued a steam fire engine was Manhattan Engine Company No. 8, in 1859. It was "one of the novelties, if not the novelty, of the procession (New York Fire Department's triennial parade)." Some of the New York department officers, and a number of the men, were deeply prejudiced against the use of the steamer. Chief Engineer Henry H. Howard of that city is quoted as having said: "I have no hesitation in pronouncing them as cumbersome, unwieldy, and an entire failure, and will never realize to the city one-quarter of the amount expended upon them. The one now in use by (Manhattan) Engine Company No. 8, I delay expressing an opinion upon, as I do not consider that she has as yet had a fair trial." The same officer, in his

report to the Common Council, in 1859, declared: "The introduction of steam fire engines would embarrass seriously the volunteer system. . . . . As an effective weapon of defense against fire, I am disposed to question their capability and quickness of operation." A year later the then Chief John Decker opined: ". . . . in my judgment they can never take the place of the hand apparatus, as eight fires out of every ten that occur are brought under subjection by the quickness of operation of the hand engines, so that there is no necessity of placing the steamers at work."

Troy Slowly Falls in Line—But a number of cities having adopted the use of steam fire engines, two "live-wire" members of Eagle Engine Company No. 10, of Troy, besought the Common Council for a contract to build an engine at a cost of $1,500. The aldermen, unwilling to jeopardize their political careers in the face of so much criticism of the steam fire engines, caused the two energetic and progressive firemen to lose all hope that the Council would take favorable action on their petition. Nevertheless, in the fall of 1858, they began the manufacture of a steamer with the help of mechanical firms, but on the removal of one of the assisting firm's members from the city, the two local pioneers abandoned the completion of their engine. But their worthy example later gave rise to a revival of the attempt to secure steam-fire engine service for the city of Troy, and—

> An impulse of greater force was given another and more successful undertaking . . . . by four public-spirited citizens. One evening, in the month of January, 1859, Arba Read, John A. Griswold and Hannibal Green, while conversing in the drug store of William E. Hagan & Co., No. 10 State Street, astonishedly beheld a company of firemen, running on the sidewalk in front of the building, in response to an alarm of fire, and crushing in with the wheels of the engine the cellar doors on the pavement, near the doorway. Having justly censured the firemen for their open violation of the ordinances of the Fire Department, and tendered their regrets to William E. Hagan for the damage done the cellar doors, the three citizens and he began discussing the merits of steam fire engines. In the course of their conversation, Arba Read remarked that he would gladly contribute a hundred dollars toward the purchase of a first-class steam fire engine. Suggestions were made respecting the feasibility of procuring a steam fire engine, and an effort to secure one was favored by them individually. Having interested a number of other citizens in the project of obtaining a steam fire engine for service in the city, William E. Hagan visited Cincinnati and inspected steam fire engines that were in use in that city. Upon his return and reporting the main features of the machinery and the operation of the engines examined by him, a number of citizens began soliciting subscriptions to secure an adequate sum of money with which to purchase a steam fire engine.

Here is what a newspaper had to say, in part, April 27, 1859, of the success attending the undertaking:

> A movement has for some time been in progress among a number of our best citizens for the purchase of a steam fire engine. We are happy to announce that the enterprise has thus far met with success much greater than its most sanguine friends had anticipated. Enough money has been pledged by private subscription, and without any application whatever to the city government, to render certain the purchase of a first-class machine. The chrysalis of a company has been formed, and will be extended as rapidly as desirable. This company is to embrace property-owners and taxpayers; men who, of course, have a vital interest in the protection of property from the ravages of fire.

This is a movement in the right direction. We are glad to record it. The steam engine will undoubtedly be here during the present season. Its introduction will open the way for that of others, and cannot fail to mark in a few years a complete revolution in our Fire Department system here, as it has already done in Cincinnati, Louisville, and elsewhere. The spirit of enterprise is upon the path of this institution, and it must go the way of the stage coach, the sailing vessel and other old fogy relics of past days.

Interest in the Common Council in a steamer as a city venture was negligible, even to the extent of apathy, but the progressive citizens kept hammering away with their project, with newspaper support, and eventually a company of substantial citizens was organized to persistently boom the movement for a steam fire engine. Finally, on November 7, 1859, a firm of New York manufacturers sent a steamer to Troy for exhibition purposes in response to correspondence on the matters with the Troy "progressives." The machine was hauled to Washington Square, where a curious public inspected it. Thence it was taken to the foot of Division Street, where it gave satisfactory demonstration of its water-throwing capabilities. The steamer's admirers were "in high glee," and the sticklers for the hand-engine service were "confounded by the wonderful success" of the trial. Arba Read presided at a meeting in November of the founders of the steam fire engine company, and he and others spoke of the voluntary movement to raise the money and form a company and buy a steamer for use in the city. A committee was appointed to receive further subscriptions, the money to be cared for by a board of trustees. The following meeting in that November empowered a committee to petition the Council for an appropriation for a house for the use of the new steam fire engine company. The following night the Council acquiesced and appointed a coöperative committee. Subscriptions began to come in. The engine house was built with city money and subscription funds, in part. December 12, 1859, the engine committee contracted with the Amoskeag Manufacturing Company for a steam engine to be delivered on or before March 1, 1860. The association of promoters of the engine project resolved to name the new company the Arba Read Steam Fire Engine Company of the city of Troy. The property was ordered held by the trustees, of whom Arba Read was the head. The building committee proceeded to secure a stable for the engine's horses, the same to be added to the engine house. A committee was empowered to buy a hose-cart tender and eight hundred feet of hose. Officers of the new company were elected January 9, 1860. The marble tablet, engraved:

ARBA READ STEAMER No. 1
1860

was placed in the front wall of the engine house then in process of building. Arba Read, addressing the first meeting of the executive board, thanked the members for the honor conferred upon him by calling the company by his name.

New Steamer Arrives—Tuesday morning, March 28, 1860, the 10.50 train, on the Troy & Greenbush Railroad, brought the new steam fire engine to Troy from Manchester, New Hampshire. Two large gray

horses were hitched to the engine and drew it to the foot of Division Street where fire was kindled under the boiler and water was run through the engine to cleanse it. The first actual stream thrown from it after it arrived in Troy was through an inch and five-eighths pipe to a distance of one hundred and seventy-five feet. When loaded with wood and water (six hundred pounds of water), the engine weighed seven thousand six hundred pounds.

Two thousand persons on March 29, 1860, witnessed a highly successful test of the engine at the foot of Albany (Broadway) Street. On the following day the engine was taken to Albany, where a large crowd saw the engine play satisfactorily in front of the City Hall. March 28, 1860, the company secured the services as engineer of John Knibbs, who remained in charge of the engine until November, 1883, when he was made superintendent of the fire alarm telegraph. The pair of gray horses, hired of Daniel W. Stannard, were used until May 24, 1860, when the company purchased a pair of black horses for $450 and stabled them in the engine house.

The Common Council, now having been wholly won over to steam fire engines, that body constituted the Arba Read Fire Engine Company as formally organized with a membership of fifty-three persons, as "firemen of the city of Troy."

"Arba Reads" First Fire Duty—Initiation of the new Arba Read steam fire engine into actual service at a fire in Troy came at 3 a. m., Sunday, April 1, 1860, four days after it had arrived in the city. The blaze was in the grocery and liquor store of Dennis Gaffney, 444 River Street, north of Jacob Street. The engine and its hitch were the last to leave the downtown house, but were the first to arrive at the scene. There was some confusion of orders as to whether to hitch to a hydrant or pump from the river, and before the river bank was reached and a poorly thrown stream was playing on the fire, the flames were brought under control by the hand-engine companies. The hose and hand-engine companies at succeeding fires tried to discredit the steamer as to speed and efficiency by racing pell mell to the fires and working with might and main to get a stream on the flames before the steamer was in action. The engine, after it had "worn down a bit," began to show its mettle and soon gave the tub-boys the run of their lives, reaching the scenes of fires first of all the companies and getting several powerful streams of water in play before the hand-engine companies could bring their machines into service. The new steamer was accepted July 19, 1860. Chief Engineer Hugh Rock, in a report to the Common Council, highly praised the Arba Read Company, the steam fire engine and the laudable enterprise of the progressive and enthusiastic men who had made possible this wonderful addition to the Fire Department. Thus happily was marked the coming into established use of the latest improved machinery for the fighting of fires in the city of Troy, paving the way for still further modernization of the department's equipment.

Fourth Fireman to be Killed in Action—February 1, 1860, while the fire companies were on their way to the burning boot and shoe store of

George W. Seaman, on Congress Street, Thomas Graham was crushed to death by the tongue of his engine ramming his head against a barber's pole. His body was shockingly mangled. Fireman Graham was the fourth member of the department to give his life in the service of the city. He was a member of Torrent Engine Company No. 4. He was in company with his brother John endeavoring to hold back the rapidly moving engine whose brakes had been lost control of by his comrades as the machine moved swiftly over the ice-covered street. Fifteen years before Fireman Peter Dunn had met his death under nearly similar circumstances.

Premier Engine Company, on May 17, 1860, for sixty-five years a unit of the department, was suspended from service for thirty days for running its apparatus on the sidewalk in violation of an ordinance. The members, as soon as they received the verdict, drew their engine out of the house, then ran it back, tongue foremost, unreeled the hose from the tender and walked off with their cart. June 7, "after an exciting and prolonged debate," the Common Council poured oil on the troubled waters by restoring the company to its former honorable status.

In June, 1860, some maliciously-inclined person, after tampering with the engine of Niagara Company No. 7, set fire to the engine house. The flames were discovered in time to hold them in check, and the blaze was quenched before it had reached the meeting-room of the company from the gallery, where the fire had been started. It took several minutes for three firemen to get the engine in condition to be run out of the building. The Council in a few months voted money for reconstructing the Niagaras' old and decrepit engine house.

Three steam fire engine manufacturing companies exhibited steamers at the Rensselaer County Fair, September, 1860, and the first premium was awarded to the Amoskeag Manufacturing Company's exhibit, the engine "Huron." The same company exhibited its engine "Amoskeag 2." About this time a public-spirited citizen made it possible for Eagle Engine Company No. 10 to buy the steamer "Amoskeag 2." The Common Council gave assurance of paying the running expenses of the new engine, and other citizens helped the silent citizen raise the balance of the sum required to pay for the engine itself.

The Common Council gave authority to change the name of the organization from Eagle to that of Steam Fire Engine Company No. 2, and to this name the company prefixed that of Hugh Ranken, by which the company has ever since been popularly designated. The Rankens soon dispensed with "hired" horses and had their own team. The department in April, 1861, received a telegram from Schenectady requesting aid in fighting a severe fire in that city. Hugh Ranken Company and its steamer and horses were sent post-haste on a special train. The twenty-one miles distance, between the cities and from the railroad in Schenectady to the scene of the fire, were covered so that the Rankens were operating their steamer against the fire in fifty minutes after the message asking help was telegraphed to Troy. A Schenectady newspaper headed

its story of the fire in connection with the Ranken Company's remarkable feat—"An Unparalleled Achievement."

Nathan B. Starbuck was elected chief engineer of the Troy department January 14, 1861.

Board of Fire Commissioners Created—In order to bring the department up to a higher standard of efficiency and fellowship, the Legislature, in response to a petition, passed, April 13, 1861, "An act to organize a Fire Department and Board of Fire Commissioners in and for the city of Troy." The first board consisted of Mayor George B. Warren, Jr., ex-officio president of the board; and Jason C. Osgood, Jonas C. Heartt, Isaac W. Crissey, Otis G. Clark, William Gurley, and Hugh Ranken. Full government of the department was vested in the commissioners, who in turn were responsible to the Council for their conduct of the department's affairs. At the time the commissioners were installed in office, the department consisted of two steam fire engine companies, eleven hand-engine companies, three hose companies and two hook and ladder companies.

War Fever of '61 Hits Firemen—Patriotic members of the Troy Fire Department responded loyally and promptly to the call of President Lincoln for volunteers to serve in the War of the Rebellion. May 18, 1861, was a memorable day in the annals of the city of Troy and its fire-fighting force, for on that day the 2d Regiment of New York Volunteers, in which were a number of Troy firemen, departed from Troy for the front. The county, city, other public, business and private buildings were decked with flags and bunting. There was a big parade of military and firemen from Camp Willard on the fair grounds through the principal streets. At the Court House Judge George Gould, in behalf of a body of young women, presented the regiment with a beautiful flag. The command marched to the steamboat landing and went aboard two barges that took the regiment to Albany, whence it proceeded to the seat of war.

Nine days later there was another procession, but one that was surrounded with extreme sadness as the body of the brave Colonel Elmer Ellsworth was brought to the city by an official escort, appointed by President Lincoln, which accompanied it from the vessel through the streets, while the people along the line wept and bells tolled mournfully. A great delegation of military, firemen and civic bodies accompanied the body by special train to Mechanicsville for the funeral services and interment. Frank E. Brownell, who killed Jackson, who murdered Colonel Ellsworth, was a member of Premier Engine Company of Troy. Riding in the Troy procession and on the special train were the aged father and mother of the dead colonel.

August, 1861, the Fire Commissioners ordered the disbandment of Premier, Neptune, Torrent, and Cataract engine companies, and General Wool Hose Company. The coming of steam fire engines and other horse-drawn apparatus had made unnecessary so great a number of fire companies and large complements of men as had been required when

the department was equipped with all hand-hauled apparatus. The volunteers received the order of disbandment with saddened hearts, as it meant the passing of the old régime with its romance, glory and fellowship, which more highly improved devices for fighting fires necessarily diminished to a large degree. Premier Engine Company went out of service with a "bang"—a parade and other festivities featuring the formal breaking up of the company as a unit of the department. The Niagaras were reorganized as Jason C. Osgood Steam Fire Engine Company No. 3 and given a brand new engine. February, 1862, Lafayette Engine Company was reorganized as steam fire engine company. The Osgood, Ranken and Read steam fire engine companies made a fine showing at a fire, in 1862, in Rand's Hall, and saved the major part of the building.

The commissioners early determined that a steam department should, as soon as feasible, be the exclusive reliance of the city. Owing to the numerous and widespread suburbs and the hilly terrain of the city, hook and ladder companies and hose companies drawn by hand were kept in the service until such time as the horse-drawn apparatus should be perfected to the extent of safely and swiftly negotiating the many steep inclines within the city proper. In this detail the commissioners acted wisely and with becoming prudence. They saw that it was a matter of time, when the manufacturers would produce apparatus that would relegate all hand-drawn equipment to the stage of relics.

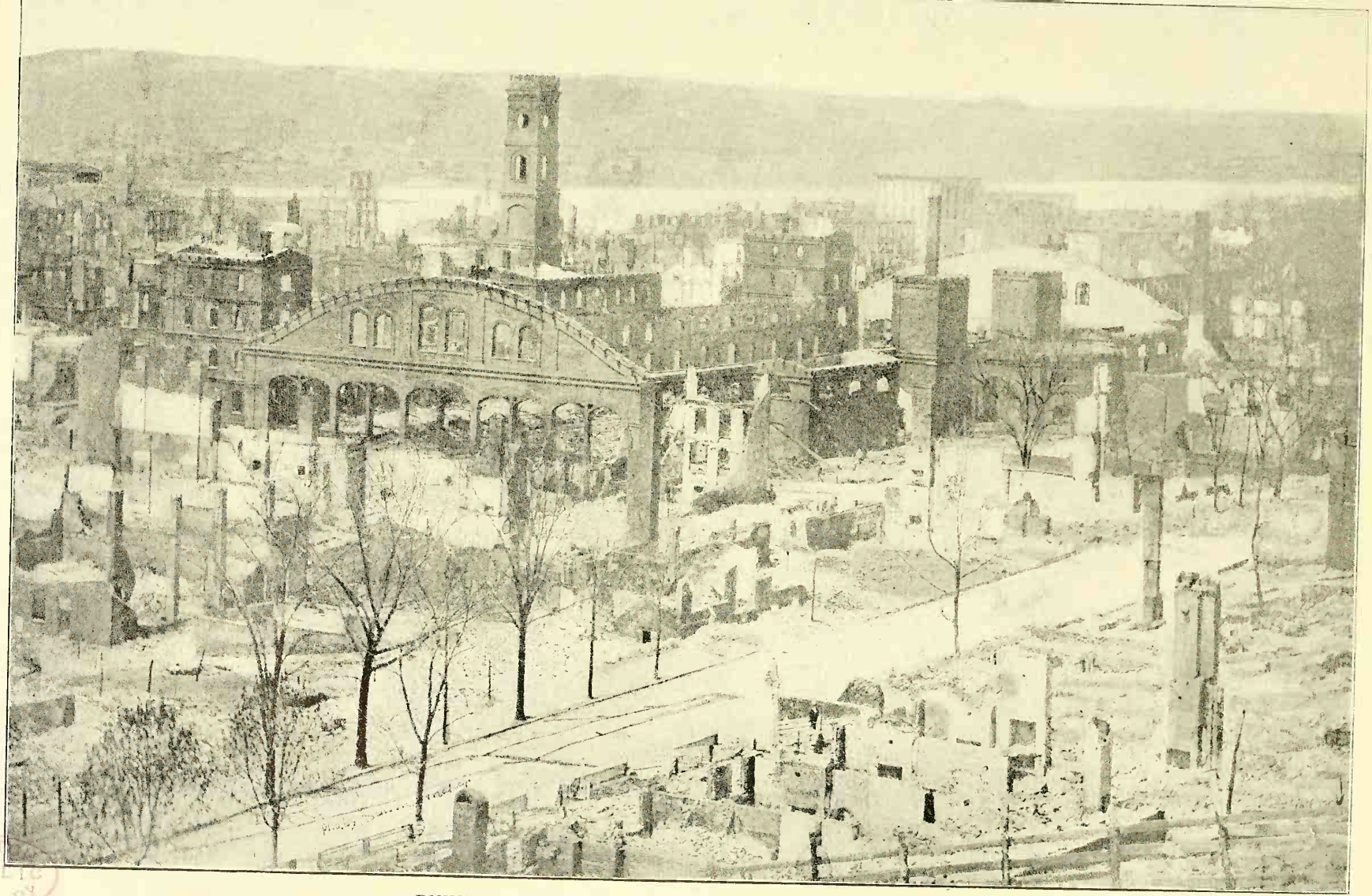
At that time the total number of officers and members of the thirteen fire companies was four hundred and seventy-four, and the distribution of the force was as follows: Arba Read Steam Fire Engine Company No. 1, having 24; Hugh Ranken Steam Fire Engine Company No. 2, 28; Jason C. Osgood Steam Fire Engine Company No. 3, 43; Washington Volunteer Fire Company, 41; Empire State Engine Company No. 5, 44; Hope No. 6, 41; Rough and Ready No. 9, 34; Lafayette No. 10, 47; Hibernia No. 12, 26; Franklin Hose Company No. 1, 43; J. C. Taylor Hose Company No. 2, 32; Union Hook and Ladder Company No. 2, 26; and Trojan Hook and Ladder Company No. 3, 45.

Great Fire of 1862—May 10, 1862, occurred the great conflagration, which, beginning at the railroad and vehicular bridge between Troy and Green Island, the structure having been set on fire by sparks from a locomotive, spread through a great part of the city and did immense damage to industrial and other business pursuits, besides destroying numerous dwellings. This great fire is treated more at length under the division, "Disastrous Fires of Troy," and is mentioned briefly here to show that the havoc would have been even much more widespread if it had not been for the presence of steam fire engines and the remarkable aid given by fire departments from other towns and cities. Hugh Ranken Engine Company and Trojan Hook and Ladder Company lost their building in the conflagration, and they were temporarily housed in a shed at the Northern Hotel. The city proceeded quickly to remedy the disaster, and six months after the great fire saw many of the vacant spots covered with a superior class of buildings, so that in the last resort, the

city was benefited by having buildings of more modern and substantial construction in place of many of the old fire-traps that had been food for the flames.

Within the decade following the fire of May 10, 1862, all the sites of the burned buildings, excepting one, were covered by new buildings. The ground that had been occupied by the residence of John M. Corliss, 32 Fourth Street, was not made the site of a new building until September, 1893. During the Civil War many firemen enlisted for service in different branches of the United States forces. In October, 1862, thirty-two members of the Washington Volunteer Fire Company were serving as volunteers in the army, and one of them was a lieutenant-colonel, two were captains and others were non-commissioned officers and privates. March 5, 1863, there were in active service of the city four hundred and ninety-two firemen belonging to three steam fire engine, two hose and two hook and ladder companies. The Washington Volunteer Fire Company was given a new steam fire engine in April, 1863. The Hose Depot, for the storage and manufacture of hose, was erected on the lot at Second and Adams streets. Ransom H. Noble was elected chief engineer by the commissioners, February 22, 1866, but the Common Council refused to confirm him in office, and after much discord in city government and Fire Department circles, the commissioners in August of that year elected Richard F. Hall chief engineer. His election was at once confirmed by the Council. Chief Hall had already been twelve years in the service, for nine of which he had been captain of the Washington Volunteer Fire Company. October, 1866, Charles Eddy Steam Fire Engine Company, for the better protection of the north end of the city, was organized, and was given a new engine house and steam fire engine in the following year. In 1866 the John C. Taylor Hose Company was disbanded.

Engineer Bailey Murdered—Engineer Thomas H. Bailey, of Hugh Ranken steamer was killed, January 26, 1867, with a revolver in the hands of Joel B. Thompson, about 27 years of age, who, when intoxicated, is said to have addressed insulting remarks to Joanna Bailey, a sister of Engineer Bailey and a public school teacher, as she was walking on the street. Engineer Bailey, having been apprised of the episode, caught up with Thompson and accosted him with, "Thompson, I want to see you." Thompson replied, "Bailey, I want to see you, too," and, following heated words between the two, Thompson drew a seven-barreled revolver and shot Bailey, the crime being witnessed by John A. Law, the driver of the Hugh Ranken steamer. Bailey fell on the walk, but was carried into a nearby saloon, where he soon died. Threats of lynching were made by an excited crowd as Thompson was arrested and removed to a police station. The mayor of the city urged that a meeting of the Ranken Company be called by the captain that the members might try to alleviate the high feeling of the people over the murder of Engineer Bailey. Within an hour of the murder, Hugh Ranken steamer appeared at a fire with the other companies, and its presence served to add to the excitement caused by the killing. Driver Law served as



RUINS OF TROY ACT...

BOSTON PUBLIC LIBRARY

engineer in the place of the dead Bailey. The funeral of the slain fireman was one of the largest officially conducted obsequies that had taken place in the city. Thompson, the murderer, was convicted of murder in the second degree and was sentenced to confinement in prison for twenty years and three months. He was pardoned March 8, 1874, by Governor John T. Hoffman.

The first annual parade of the Fire Department, following the installation of the Board of Fire Commissioners, was held October 21, 1868. There were three divisions in line. The Arba Read and Osgood steam fire engine companies had some doubt as to the authority of the commissioners to order them to parade, and they did not appear in the line.

Trojan Hook Member Killed—David L. Blakely, a member of Trojan Hook and Ladder Company, was suffocated to death in a fire, April 29, 1868, in the manufactory of Elisha Waters & Son on River Street. A woman employee with a lighted lamp entered a small room to secure some cement, and the flame set fire to gas generated by the cement. Fumes filled the building and several persons jumped to the ground. Elisha Waters, the senior member of the firm, was dragged from the building on the verge of suffocation. George A. Waters, the son, then found Fireman Blakely unconscious on the second story. Blakely was removed to his home, where he soon died.

Fire Alarm Telegraph Introduced—November 4, 1859, was a day long to be remembered by Fire Department members, for on that day the exhibition of the Gamewell fire alarm in the Common Council chamber was the forerunner of the installation of this very efficient method of making an alarm of fire. The Common Council declined, however, to make an appropriation for purchasing the system, though the Fire Commissioners were in favor of the improved method. The commissioners then set about to devise a quicker and safer method of sounding the alarms than by the promiscuous ringing of the church bells. The city was divided into districts and a system of ringing the bells was formulated so as to indicate to the firemen the location of the fire. Twelve bells was the announcement of the fire, while the number of the district where the fire had broken out was tolled slowly three times, and the whole alarm was repeated at least six times. The ringing was made a duty of the Capital Police, who were said to have frequently made a bad mess of the job. The bell system was called a "nuisance." Newspapers and their correspondents continued their caustic criticisms of the bell method and the ringers. November 18 the mayor and other city officials and members of the Fire Department committee of the Council again heard Mr. Gamewell, the agent of the fire and police telegraph concern, explain the working of the system. November 19 the Council yielded and appropriated $12,500 to purchase and install the Gamewell system. James H. Ingram was the chief engineer in 1869, and it was during his régime that the alarm telegraph was put in operation. The official test was eminently satisfactory. St. Paul's Church belfry was made the major external alarm, and a movement was set on foot to

have the bells of St. Mary's and St. Peter's churches in the respective extremes of the city rung to rouse the firemen in those districts. The first fire to which the department was called by the new alarm telegraph was from box 35, at Fourth and Adams streets, at 9.45 p. m., March 27, 1869, for a chimney blaze on Jefferson Street.

The "Central Station" was established at the Arba Read engine house at Third near State Street. James Knibbs, engineer of the Arba Read steamer, had charge of the new system until April 15, 1869, when the Common Council appointed Andrew D. Collins superintendent. There were then within the city limits thirty-nine stations, and four on Green Island. In September, 1869, the Troy Fire Commissioners received, on a tour of inspection of fire department equipment, Captain Eyre M. Shaw, chief officers of the London Fire Brigade. The distinguished fireman was highly pleased with a mass demonstration of water throwing by all the companies assembled on Washington Square. March 3, 1870, the Fire Department was comprised of one chief, two assistant engineers, two hundred and twenty-three members (including employees) of steam fire engine companies, one hundred and thirty-seven members of "old style" hand-engine companies, and sixty-eight members of hook and ladder companies; in all, four hundred and thirty-one active firemen, each fireman representing one hundred and thirty-seven of the 46,421 total inhabitants of the city that year.

The regularly employed men of the department were paid as follows: Chief engineer, $750 per year; assistant engineers, each $250; clerk of department, $250; engineers of steam fire engines, each $85 monthly; engine firemen, each $50, and drivers, each $50 monthly. The expenditures of the Fire Department from March 4, 1869, to March 3, 1870, aggregated $31,983.74, being about sixty-eight cents for each inhabitant. Within that year there were sixty fires, the total losses aggregating $102,280, and the total insurance, $97,320, leaving the total losses above the insurance, $4,960—"being by division a loss of one cent and six-hundredths of a mill for each inhabitant."

Empire State Company No. 5 and Lafayette Company No. 10 passed out of the category of hand-pumpers and were given modern steam fire engines. The new steamer for the No. 5's was named the Franklin W. Farnam, and the company was called after that name. Arba Read Company's engine house was greatly enlarged in 1873 by a new three-story building at Third and State streets.

In 1875 the Arba Reads were given a second-class self-propelling steamer. The new steamer was placed on duty January 18, 1876. It proved wholly unfit to negotiate the steep grades of the city rapidly, and the manufacturers agreed to give in exchange for it a steamer similar to that used by the Charles Eddy Company.

Five Washington Volunteers Drown—In a drowning accident, July 20, 1876, at Round Shoals in the Hudson River, between Albany and Troy, five members of Washington Volunteer Fire Company lost their lives when the partly finished steam yacht of Jerome E. DeFreest, engi-

neer of the Washingtons, was capsized by the billows made by the passing steamer "City of Troy." The victims were George E. Bloomfield, Jonas C. Faulkner, Thomas Edgely, Jr., Henry Maynicke, and A. Gregory Fox. Engineer DeFreest, Archibald M. Aston and George H. Baker, of Troy, and Gilbert Jewett, of West Troy, who had been in the party, reached shore in the dark, and began calling in vain for their companions. There being no answer, they swam about in the river, hoping to save the victims. But they could discover none of them, and with sorrow-stricken hearts they walked to Troy to inform their comrades and the victims' relatives of the catastrophe. All five bodies were recovered, two of them from the wheels of tow-boats, and were buried with departmental honors.

Citizen Loses Life in Fire—John McKenna, a well known citizen, met death at a fire, July 29, 1878, when his paint-shop on the second floor of the three-story brick building, 303-305 River Street, was in the path of the flames. McKenna was standing in front of a store south of the building, and he rushed into the burning structure to get some books and papers he considered valuable. His first attempt was thwarted by the dense smoke. He made a second attempt, although urged not to do so, and with a lighted candle he made his way to the first front room on the second story leading to his shop. His candle went out, he became bewildered, and was suffocated. His body was recovered. David Blakely, a fireman, lost his life by inhaling smoke in the same building.

The Legislature empowered the commissioners to elect a president of their board. Dennis O'Laughlin, elected June 23, 1881, was the first to be so honored.

A Hayes patent turntable hook and ladder truck with improved extension ladders and water-tower was purchased for the Trojan Hooks by the commissioners, March 22, 1883. The Hooks' semi-centennial anniversary was celebrated with a banquet at the Troy House, February 5, 1885.

Exempt Firemen's Association—The Exempt Firemen's Association, which was organized August 26, 1873, with Albert L. Hotchkin as its first president, was incorporated in May, 1886. The members were pledged as a body to aid needy exempt firemen and to assist in a benevolent manner the widows and orphans of members of the association. November, 1886, the trustees of St. Paul's Episcopal Church requested the commissioners to remove at their earliest convenience the fire alarm apparatus from the church tower. The superintendent of the fire alarm telegraph simply connected a striker with a new bell placed in the City Hall tower and removed the alarm mechanism from the church. The Exempt Firemen's Association of Troy had charge of the arrangements for the fifteenth annual convention of the New York State Firemen's Association held at Troy in August, 1887. There were seventy-two companies in the procession, and the Troy firemen outdid themselves as hosts to a great crowd of visitors.

First Wagon For Chief—The commissioners in 1887, having been so authorized by the Legislature, purchased a horse and wagon for the use

of the chief of the department, and made alterations in the Arba Read engine house to provide for an office for the chief, and a wagon house and stable for his official equipment. In 1887 the department answered one hundred and sixty-three alarms of fire, the total losses being $153,383.58, which were fully covered by insurance. Chief Engineer J. Lansing Lane died August 15, 1889. He was buried with the full honors of the Fire Department. June 22, 1890, the Esek Bussey Hose Company was organized as a unit of the department. Two years later the name was changed to that of a steam fire engine company with the Esek Bussey prefix retained, and the company was given an improved steamer. A water-tower for throwing water from the engines into the tallest buildings when on fire was installed with Trojan Hooks' equipment, in May, 1889. First Assistant Engineer Charles F. Green, who had performed efficiently the duties of chief engineer for the twenty months that had elapsed after the death of Chief Lane, was offered the senior post by the commissioners, but he declined the honor, and the commissioners, on April 30, 1891, elected Second Assistant Engineer Patrick Byron chief engineer. The career of Chief Byron in the department was a long and notable one. Mr. Green continued to hold the office of first assistant. At that time the number of volunteer firemen in the department was three hundred and seventy-seven in the steam fire engine companies, eighty-four in the Trojan Hooks, and one hundred and forty in the hose companies, making a total volunteer force of five hundred and ninety-one, which, when there were added the twenty-two paid men attached to the steam fire engine companies and three attached to the hook and ladder company, formed a total force of six hundred and sixteen firemen in the city service.

March 28, 1893, by an act of the Legislature, the department was declared to have passed under the full control of a board of three commissioners, one of whom was to be the mayor, who was to be president of the board, and he was authorized to appoint the two other members. They were to receive no salary, but were to be allowed their expense legitimately incurred in the transaction of official business. Dennis M. Whelan, then mayor of the city, appointed as his colleagues on this commission James M. McDonnell and William M. Peckham. The old board retired upon the entrance of the new régime. The forty-first annual parade of the department was held in September, 1893, when the "city's finely uniformed volunteer firemen, as well as the incomparable display, by the city's paid force, of brightly burnished and exceedingly clean fire apparatus, drawn by splendidly groomed, handsome horses" was witnessed with "evident pride and undisguised admiration" by the people of Troy. The Barnicoat Fire Association of Boston appeared in line as guests of the Trojan Hooks. John Burns made his first official full-dress appearance as the driver of the chief's horse and wagon. Francis J. Molloy, who was elected mayor March 6, 1894, became by virtue of his office a member of the Fire Commission and its president. In that year the salaries paid members of the department were as follows: Chief engineer, $2,000 a year; assistant engineers, each $1,000; superintendent

of fire alarm telegraph, $1,500; clerk of department, $1,200; engineers of steamers, $85 a month, with the exception of one, who was paid $60; firemen of steamers, $60; drivers, $60; tillerman of hook and ladder truck, $60; houseman of hook and ladder house, $60; superintendent of Hose Depot, $75 a month; Hose Depot assistant, $60.

Death of Chief Byron—After a service to the city as a member of the Fire Department for fifty-nine years, a record established for that class of service in the United States, Chief Engineer Patrick Byron died April 25, 1918. At the time of his passing he was seventy-seven years of age, and the oldest active fire chief in the United States. His career as a fireman spanned the entire era of fire department evolution from the days of the hand-tub, to the adoption of the steam fire engine and down through all the stages of the volunteer department, to the inauguration of the movement for the passing of the horse-drawn apparatus, the complete motorization of the department and the disbandment of all volunteer companies, which were succeeded by an all-paid fire fighting force from chief down to private, under his successor, Chief Cornelius Casey. Chief Byron's physical decline began with injuries received in company with other firemen and police at the Odd Fellows Temple fire on River Street, in January, 1917. He also sustained severe injuries at the Mohican Building fire in April of the same year. The last fire he attended in his capacity of chief engineer was that at the Manning paper mill in December, 1917. Chief Byron was one of the most intrepid firemen of his city and time. He would never command his men to go where he himself was not willing to precede them. He was not only fearless, but careful, courteous and of high moral character. He was beloved by his subordinates and held in high esteem by his superiors in authority and by the city as a whole. It was mainly through his personality that the largest volunteer fire department in the United States was left intact and in a highly efficient condition for so many years. His service as a member of the department began when he became a volunteer fireman Christmas Day, 1859, and was confirmed as a member of Hope Steamer Company. February 14, 1880, he was appointed second assistant chief engineer, serving under Chief J. Lansing Lane, and after the latter's death in 1889 served as temporary chief until he was made chief engineer April 30, 1891.

Cornelius Casey, the present (1924) chief engineer of the department, succeeded the late Chief Byron in that office on May 21, 1918, he havnig served in the interim as acting chief, rising to that position and later to that of chief from the office of battalion chief. He came to the latter office in 1917 as successor of William Bailey, killed in the Mohican fire. He served many years as a volunteer and for four years was captain of Arba Read Engine Company. Chief Casey completed the transformation of the department to the most modern system. John Oleson is assistant chief.

Other men, whose length and character of service made their careers as department members worthy of note were: Charles W. Poebles, who as clerk of the commissioners and a fireman, had given service to the

department from 1845. He was appointed clerk in 1875. The late Ex-Chief Richard F. Hall became a member of the Washington Volunteer Fire Company back in 1855, and served more than half a century, as did also Charles F. Stickney, who joined the Trojan Hooks in 1856.

Soldier, Fireman and Drillmaster—An outstanding heroic figure in the annals of the Troy Fire Department was Brigadier-General James Horace Lloyd, who served nearly thirty years as a fireman, more than half of that period as Assistant Chief Engineer until his retirement before his death May 21, 1911. He was military to the backbone, his career as a fireman and drillmaster beginning almost simultaneously when he joined the Knickerbocker Steamer Company, in Waterford, in 1875, and while captain developed into an efficient drillmaster in which he became famous in "firemanic," military and Masonic organizations. His intensely active life began with his entrance into the photographic business in Waterford and on his removal to Troy he extended his activities beyond his profession. Joining the State Militia in the Sixth Separate Company, he was chosen as captain of the 21st Separate Company, May 15, 1888, and built up that organization until it held high rank in the National Guard of the State. Through successive promotions he became major of the 13th Provisional Battalion, which included the Troy and Cohoes companies, and on the organization of the 2d Regiment at the outbreak of the Spanish War became its lieutenant-colonel. On the reorganization of the Guard after that war he was made colonel of the regiment and was commissioned brigadier-general of the Third Brigade, National Guard New York, November 23, 1903. He served as a member of the Arba Read Steamer Company until appointed assistant chief. He was a member of all the Masonic bodies, becoming a thirty-third degree Mason, and at the time of his death was Grand Sword Bearer of the Grand Encampment, Knights Templar, of the United States. As drillmaster of Apollo Drill Corps he attained wide fame for the efficiency of this command in drill movements.

List of Chief Engineers—Those who have served the Troy Fire Department in the capacity of chief engineer since that office was thus officially designated have been:

Gurdon Corning, January 6, 1821, to March 13, 1827.
John Gary, Jr., March 13, 1827, to May 15, 1827.
Joseph Russell, May 15, 1827, to July 5, 1827.
Townsend McCoun, July 5, 1827, to May 20, 1834.
Albert Richards, May 20, 1834, to March 18, 1847.
Joseph C. Taylor, March 14, 1843, to March 10, 1846.
Nathaniel B. Starbuck, March 10, 1846, to February 18, 1848.
Edward H. Chapin, April 4, 1850, to March 20, 1851.
John F. Prescott, March 20, 1851, to March 17, 1853.
William Madden, March 17, 1853, to March 9, 1858.
Hugh Rock, March 9, 1858, to March 21, 1861.
Nathaniel B. Starbuck, March 21, 1861, to March 1, 1865.
Ransom H. Noble, March 1, 1865, to August 2, 1866.
Richard F. Hall, August 2, 1866, to March 1, 1869.
James H. Ingram, March 1, 1869, to April 1, 1880.
J. Lansing Lane, April 1, 1880, to his death, August 15, 1889.

Charles F. Green (first assistant), August 15, 1889, to May 30, 1891.
Patrick Byron, May 1, 1891, to his death, April 25, 1918.
Cornelius A. Casey, May 21, 1918, to ———.

Disastrous Fires of Troy—Fires at which two or more alarms were sounded, or fires of especial interest since the great conflagration of May 10, 1862, have been as follows:

Globe Mills, on Hollow Road, September 3, 1870.
Griswold Opera House, April 1, 1871.
Ostrander Fire-Brick Works (first fire), February 16, 1875.
Orr & Co. sheds, at the dam (first fire), May 6, 1877.
Troy Times Building, February 10, 1878.
Knowlson Bonesteel & McManus, lumber yard, October 21, 1877.
Stephen Barker's wool store, October 11, 1878.
*Atlantic Mills, Cohoes, February 21, 1879.
Sutherland Boiler Works and buildings from 481 to 491 River Street, and from 480 to 496 River Street, December 7, 1879.
Aukum & Co., Federal Street, March 20, 1880.
*Fire at Harts Falls (Schaghticoke), September 3, 1880.
*Steamer Golden Gate, burned on Hudson River, May 15, 1880.
Building on northeast corner State and River streets, February 5, 1881.
Boutwell's Mills (first fire), August 22, 1881.
Grand Central Theater (first fire), December 24, 1881.
C. A. Dauchy store, 273 River Street, March 20, 1882.
Burdett Building (second fire), February 3, 1883.
Fuller & Warren Co. and other buildings, February 4, 1883.
Orr & Co., paper mills (second fire), April 7, 1883.
Hopkins' Laundry, foot of Federal Street, June 22, 1883.
Converse & Peckham, Broadway, January 2, 1884.
Rob Roy Mills, First Street, April 20, 1884.
Ostrander Fire-Brick Works (second fire), June 11, 1884.
Howe & Co., River Street, November 2, 1884.
Coon & Co., Fulton Street, February 19, 1885.
Bunnell Building, Federal Street, February 3, 1886.
Vallumbrosa roller-skating rink, February 26, 1886.
White's planing mill, First Street, April 19, 1886.
Converse, Collins & Merrill, River Street, October 19, 1886.
Troy Novelty Works, March 4, 1887.
Grand Central Theater (second fire), and Oderkirk's junk shop, at foot of State Street, destroyed at same time, March 21, 1887.
Fessenden, Lambert & Tower, River Street, March 29, 1887.
Doyle's furniture store, River Street (first fire), October 3, 1888.
Ira Smith's flats, 860-864 River Street, December 9, 1888.
Duffy Building, River Street, February 17, 1889.
Coöperative Foundry, March 5, 1890.
Boutwell's mills (second fire), August 14, 1890.
Worthington coal sheds, May 28, 1892.
H. D. Hull's store, Congress Street, July 7, 1892.
Ruff's mills, Hollow Road, February 10, 1893.
Fire, 29-35 Washington Street and 227 Fourth Street, July 4, 1893.
William H. Frear's store, Cannon Place, December 13, 1893.
J. M. Warren's storehouse, December 14, 1893.
Ruscher's brewery, December 15, 1893.
St. Joseph's Asylum, December 14, 1895.
Burdett Building (third fire), February 17, 1896.
Apollo Hall, Congress Street, February 18, 1896.

*Serious fires outside city of Troy, to which calls were sent for Fire Department aid.

Thomas Archer's Building, Ferry and River streets, March 22, 1896.
Building at 366 to 374 River Street, January 19, 1897.
Doyle's furniture store (second fire), May 1, 1897.
Troy Budget office, July 16, 1897.
*Victor Mills, Cohoes, March 15, 1898.
Myers furniture store, etc., 181-185 River Street, January 4, 1899.
Banner Laundry, Sixth Avenue, south of Grand Street, February 3, 1899.
Klock-McDonnell, River Street, February 13, 1899.
Fire at 43 to 45 Hoosick Street, and 2416 to 2420 Sixth Avenue, June 16, 1899.
Bayer & McConihe lumber yards, January 5, 1900.
Willard flats, 354 Broadway, and 6 Fourth Street, March 4, 1900.
Vandercook's box shop, Front Street, March 23, 1900.
Star Theater, Federal Street, August 12, 1901.
Ward & Bonesteel's store, October 4, 1901.
Fitzgerald's brewery, River Street, November 13, 1901.
Three business buildings, Monument Square, Burdett, McCarthy and Bacon buildings destroyed. Other buildings damaged, November 4, 1903.
Mohican Building, grocery store, Franklin Square, April 17, 1918. Battalion Chief William Bailey, Ladderman John Hoar and Arthur De Courville killed.
Rome & Cohen junk shop, First Street, May 1, 1922. Lieutenant William Christopher and Hoseman Joseph McCann killed. This was Hoseman McCann's first alarm of fire after he had joined the department.
Rand's Opera House, Congress and Third streets, January 31, 1922.
Troy Lumber Company, with heavy loss of lumber, July 30, 1922.
Kennedy & Murphy's storehouse, Ferry Street tunnel, December 21, 1922.
Masonic Temple, Third Street, with stores beneath, with a loss of about $500,000, February 10, 1924.

Four Lives Lost in Collar Shop Fire—In the coldest day of the winter of 1895-96, the six-story Burdett Building, 253 River Street, at Monument Square, burned with the loss of four lives and a property damage of $200,000. In respect of loss of life as well as that of property the fire was one of the most serious that had visited Troy in more than forty years. The flames were discovered about noon of February 17, 1896. The top floor of the building was occupied by the shirtwaist and collar factory of J. Stettheimer & Company, while the third and fourth floors were occupied by the collar shop of Van Zandt, Jacobs & Company, in whose cutting room the fire had its origin. Cut off by flame and smoke from exit to the street, the operatives made their way from the lower floors to join others on the sixth floor, from which three panic-stricken women, either jumped or fell to the ground and met their death. Others also jumped and were severely injured. The horror was accentuated by the fact that a great cordon of telephone and telegraph wires on poles ran directly in front of the burning building and hindered the firemen in their work of rescue and fighting the flames. The girls who had been forced by the dense smoke through the windows hung to the sills as long as they were able and then dropped, those who did so either meeting death almost instantly or receiving terrible injuries. Some of the victims jumped into a life-net held by firemen and volunteers from among the crowd of onlookers. Those who were killed by jumping were Mrs. Margaret Carroll, Mrs. Robert Kane, and Mrs. Anna Foley. When a check-up of the persons who had been in the building was made, it was found that Millie

*Serious fires outside city of Troy, to which calls were sent for Fire Department aid.

Brock was missing. The flames spread to the furniture store of R. C. Reynolds and did considerable damage to that establishment. The Western Union telegraph office on the first floor also suffered some loss. Observation of the fact that the mass of wires had seriously embarrassed the work of the firemen gave rise to the movement for the abolition of all overhead wire systems in the business district of the city. While this improvement was promoted with not a little energy through the city from time to time, it was not until a full decade had passed that the wires and poles were removed and the system of laying wires in conduits was adopted.

Three Big Fires at Same Site—On the night of election day, November 4, 1903, fire in the same location destroyed three large commercial buildings on the west side of River Street, opposite the Soldiers and Sailors Monument, at Monument Square. The Burdett Building and McCarthy Buildings, occupied by the large R. C. Reynolds furniture store, and the building owned by Mrs. Jared L. Bacon were virtually made smoking ruins. Other buildings were badly damaged. The total property loss was estimated at $300,000. The fire was most spectacular, embers from the burning buildings being carried by the wind over the heart of the city, spreading terror in the blackness of the night for fear a conflagration would occur. The fire had its origin on the dock of the Citizens' Steamboat Company, whose storehouse and the freight on the dock in the rear of the business buildings were destroyed. The fire continued to rage for nearly six hours before it was brought under control by the persistent work of the Fire Department. This was the third fire to wipe out the buildings on the west side of Monument Square within twenty-five years.

Earliest Fires—By way of record, the first fire in Troy to be given attention was that of December 12, 1797, when Asa Anthony's store at River and State streets, and Philip and Benjamin Haertt's hardware store adjoining were burned. Anthony's loss was nearly total, but most of the goods in the hardware store were saved. The largest of the early fires in the village of Troy was that of May 1, 1803, when Jonathan Hatch's hat shop on River Street caught fire and the flames spread to the entire block between Elbow (Fulton) and Grand Division streets, destroying all the buildings in that group. The total loss was $6,825. The losses from fire previous to 1820 probably did not exceed $50,000.

First Big Fire in 1820—When the great fire of that date broke out, there were probably not less than eight hundred dwellings and stores in Troy. The conflagration, starting about 4 p. m., in Colonel Thomas Davis' stable at the rear of his house on First Street, north of Congress Street, communicated in rapid succession to other structures, and before the flames were conquered, one-ninth of the buildings of the city had been destroyed. The fire had been raging six hours when it had consumed ninety buildings, sixty-nine of which were dwellings and stores. The total value of the property destroyed was estimated at $370,000.

Many well-to-do persons were reduced to extreme poverty. Business was, of course, virtually paralyzed. Pecuniary aid, and supplies of food and clothing were rushed in from sympathizing sources far and near, but the people went bravely about the task of trying to rise from the ashes of their ruins. Better construction was the rule for the new buildings erected on the site of the fire. A reorganized fire department and improved equipment were next in order. The area burned over was that bounded by River, State, First and Congress streets, very few buildings in that section escaping the ravages of the flames.

September 5, 1827, the scene of the fire of June 20, 1820, was again devastated in part, and a number of buildings on the east side of River Street were destroyed. The total loss was fixed at about $10,000. January 10, 1835, there occurred two fires, when the firemen suffered severely in a temperature eighteen degrees below zero. A number of firemen were either overcome by the cold or made ill from exposure. The losses were sustained by Reed, Armstrong & Company, brewers, on Fifth Street, and Brinthall's candle factory on River Street. Many valuable record books were burned in an incendiary fire which burned part of the court house and county clerk's office, February 11 and 12, 1839. The day following the first fire (on the 11th) the roof of the court house was discovered in flames, and a half-hour later the wood box in that building was found to have been set on fire.

The next severe fire after the 1820 conflagration was that on June 6, 1841, when eleven buildings on the west side of River Street, south of Fulton Market, were destroyed. July 11, 1841, the Episcopal Church, twenty-eight stores, thirty dwellings and seventy other buildings of Waterford were consumed, and Troy joined with the fire departments of many other cities and villages in rendering aid to the stricken community, whose loss reached $150,000. Peter Dunn, a volunteer fireman, met his death at a fire, December 15, 1844, which consumed a barn in an alley off First Street, when he fell and the hand-engine ran over him. When the Brooks & Richards tannery was destroyed by fire, June 27, 1846, the firemen of Albany, West Troy, Cohoes and Lansingburgh, observing the flames' reflection against the clouds, and wishing to reciprocate for similar acts from the Troy firemen, rushed to the scene and helped conquer the flames. May 1, 1848, fire consumed Mechanics Hall and all the buildings on the east side of River Street, between Congress and Ferry streets, excepting two wooden buildings. Twenty horses were burned to death. The total loss was estimated at $150,000. The Washington Volunteers of Troy went to the assistance of the Albany firemen, August 17, 1848, when nineteen blocks of buildings were destroyed and a loss of $3,000,000 incurred. Three valuable horses, one of them the famous Buena Vista, which had carried General John E. Wool through the Mexican War, were burned in a fire that consumed General Wool's stable, June 7, 1850. The four-story brick chair factory of Birge & Brothers, at River and Adams streets burned June 21, 1850, and other stores in the same building, besides two dwellings, were consumed. At the fire in the Gillespy grocery store on River Street, December 24, 1851,

at which Thomas H. Pierce, a volunteer fireman, met his death from being crushed by a falling wall. October 28, 1852, fire destroyed the Kerney Building on Fulton Street, the two buildings next east of it, partly burned another at Fulton and Sixth streets, consumed five shops of the car and coach manufacturers, two dwelling houses, six partly finished cars, the North Baptist Church at Fifth and Fulton streets, and a two-story dwelling house. The loss was estimated at $80,000.

Conflagration of 1854—August 25, 1854, a conflagration visited the city which was more extensive and disastrous than that of June 20, 1820. This latter fire, originating in a planing mill, spread over seven closely occupied blocks and the greater part of three other blocks. Albany and other neighboring places responded to calls for aid. In five hours the flames consumed two hundred and more buildings between the alley, between First and Second streets, and the river. The area was bounded principally by the alley, the section south of Liberty Street, and southerly along that street as far as Jefferson Street, the fire leaving a path of smoking ruins a third of a mile long from south of Division Street. Great numbers of valuable industries and costly manufactures and raw materials were consumed. Three hundred and more persons lost their homes. Business within the burned area, which had been the site of extensive and thriving manufactories, was thrown into complete confusion. Nine lumber yards were consumed. Mills of various kinds, not to mention numerous industrial plants, became food for the flames. The total loss of property was estimated at $1,000,000. There was a very hearty response from numerous outside sources to the call for material and pecuniary aid for the stricken city.

August 2, 1862, fire starting in a lumber pile in a yard on the Erie Canal threatened to become of serious proportions, but the Troy and West Troy firemen held the flames in check, saving also the Meneeley homestead on Rochester Street.

Three firemen were severely injured and others suffered from a very low temperature at a fire which burned a number of stores in the River Street district, January 6, 1857. Van Valkenburgh's collar manufactory and laundry were burned April 13, 1857.

Great Conflagration of 1862—The most disastrous fire in the history of Troy occurred May 10, 1862, when at noon the shingle roof of the eastern section of the Rensselaer and Saratoga Railroad bridge across the Hudson from the city to Green Island took fire from sparks from a passing locomotive and swept southwestward over an area covering seventy-five acres in the heart of the business section of Troy. A broad belt of fire stretched across the city from the river to the eastern hill, flames mounting high in the air while brands carried by the high winds menaced dwellings on the hillside which were saved from burning only with utmost difficulty. Five persons including a child lost their lives, for although the fire broke out at midday its progress was so rapid and the panic of the residents of the territory was so great that these were

overtaken and many others suffered injury or had narrow escapes. The area of the destructive portion of the fire extended from Bridge Avenue on the north eastward to the line of Eighth Street and beyond at each side of Federal Street, along the river front on the west, south to a point between Grand and Fulton Streets, thence southeastward across Fulton Street at the alley between Fourth Street and Fifth Avenue, across Broadway, along the east side of Fifth Avenue to State Street to the alley west of Sixth Avenue to a point north of Congress Street and southeastward across Seventh and Eighth streets to South Street. Five hundred and seven buildings, not including outhouses and barns, were destroyed, including some of the principal business and public buildings, churches, mansions and dwellings. Among the structures which were wiped out by the flames were the Second Presbyterian Church, on the southeast corner of Sixth and Grand streets, the Associate Presbyterian Church on the east side of Seventh Street above Broadway, the North Baptist Church at the southeast corner of Fifth Avenue and Fulton Street, the Home Mission on the east side of Seventh Street south of Broadway, the Rensselaer Polytechnic Institute at the northeast corner of State Street and Sixth Avenue, the Troy City Bank at Fourth and Grand streets, the Troy Orphan Asylum on Grand, west of Eighth Street, the Church Asylum on Federal Street, and the Troy Union Station, a great iron arched roof structure over the tracks on Sixth Avenue between Broadway and Fulton Street. Hundreds of indefatigable firemen and citizens fought against tremendous odds with the steam fire engines and at the brakes of the hand engines, frequently staying the progress of the flames in different directions only to meet its onslaughts at other points, but gradually checking its further spread until the last serious blaze at Donohue & Burge's carriage factory at Seventh and Congress streets was under control at about 6 o'clock in the evening. The progress of the fire on the south was successfully opposed along River Street by the Read and Osgood steamers, at Fourth and Fulton streets by the Washington Volunteers, and at Broadway and Fifth Avenue by the Ranken and Empire Engine companies. The condition of many of the hundreds of homeless who lost all they had in the fire was distressing, but prompt aid was given by the city and more fortunate citizens and a relief fund of $50,000 was promptly subscribed by Trojans and residents of other cities and places throughout the country. Temporary homes were provided and those who had the means promptly began the work of removing the débris and erecting new buildings, so that by July one hundred and eighty-one new buildings had been completed within the zone swept by the fire and by November, six months after the fire, all the lots on River Street except two had buildings which replaced those burned. A remarkable instance was that on May 9, 1863, a year after the conflagration, a smouldering fire was found still burning in a covered heap of coal in the cellar of Dusenberry & Anthony's store at 376 River Street. The total value of the property burned was appraised at $2,677,892, of which $1,386,080 was on real estate and $1,291,812 on personal property. The total insurance was $1,321,874.

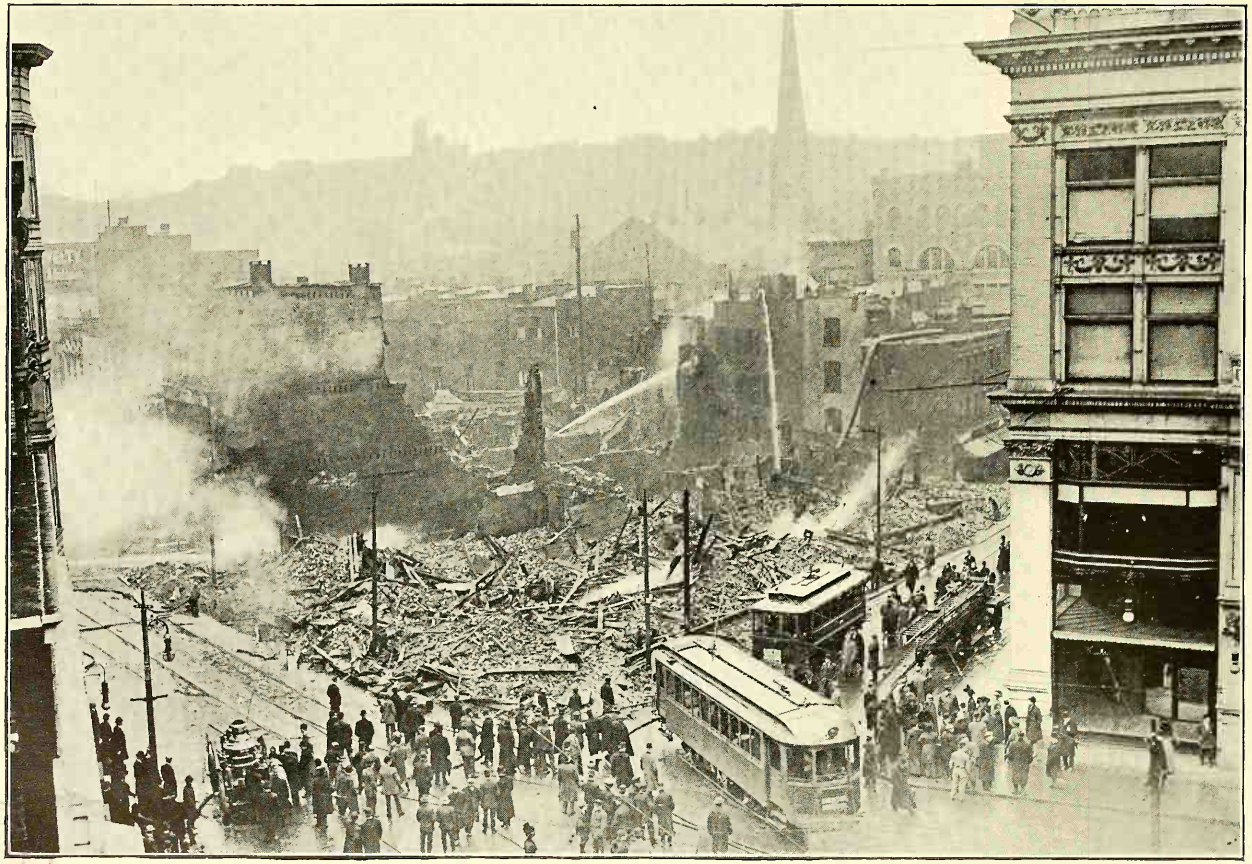
Other Notable Fires—The Troy Adelphi was destroyed October 10, 1862. Mrs. Mary Nolan and a child of Mrs. John Dailey were burned in a fire that destroyed the National Express Company's building on Federal Street, June 21, 1863. An aged woman, Mrs. Dailey and the other members of her family were hardly saved from the flames. The Gilbert, Bush & Company's car works on Green Island were destroyed, August 13, 1864, at a loss of $200,000. The Troy Elevator, on the bank of the river, burned October 7, 1868, with a loss of $212,500. The Griswold Opera House was destroyed by fire April 1, 1871. The falling walls destroyed the building of Colonel George T. Steenberg and set fire to St. Paul's Church and other buildings. The third and fourth stories of the Troy "Times" building, at Third Street and Broadway, were burned out and stores on the first floor were damaged by fire and water on February 10, 1878. The loss to the "Times'" proprietors and the tenants of the building was $72,743.51. Stephen Barker & Sons' six-story brick wool storehouse burned, October 11, 1878, with a loss of $125,432. An incendiary fire, October 16, 1878, burned Knowlson's lumber yard on River Street, a barn, two brick dwellings, and two wooden dwellings. Spicer's lumber yards and sheds were set on fire several times, but the firemen conquered the flames. The total loss was estimated at $36,000. December 7, 1879, two large five-story brick buildings used as collar and other manufactories, and numerous stores and a number of dwellings burned at a loss of $379,000. More than twenty-three families were burned out of their homes. The Cluett, Brother & Company shirt and collar factory and a number of other similar firms suffered heavy loss from fire March 20, 1880, on Federal Street, the damage being estimated at more than $200,000. A number of firemen had narrow escapes from death inside the burning buildings. Fire that gutted the Burdett Building on River Street, a five-story brick structure, in which a number of concerns had manufactories and stores, did damage of $88,000, February 3, 1883. The ruins of the fire on the following day (Sunday) were fanned into flame by a high gale, and the north wall fell upon the Fuller & Warren Building, carrying one man into the office on the first floor and crushing and setting fire to that building. This latter building was also peopled by a large number of important business houses. The Mansion House nearby caught fire from flying sparks. The firemen, however, fought with all the power and equipment at their command, and held the flames in check from what portended to become a mighty conflagration. The total loss was put at $63,119. The four-story Gurley Building on Fulton Street was badly damaged by fire, February 19, 1885. Fire starting in the Warren Building on River Street, February 26, 1886, spread to the Valombrosa skating rink, and in fifteen minutes reduced that large wooden building to embers. Several other buildings, including the Frommann House, were burned either wholly or in part. The William H. Frear building on Cannon Place was badly damaged by fire, December 13, 1893, and the loss on the building and contents, including that on the property of tenant businesses, was $99,634. December 14, 1893 the J. M. Warren & Company building at Broadway and Front Street was damaged to the extent of $54,000.

One of the most disastrous fires of the city was that of January 26, 1911, which claimed the life of an intrepid young fireman, Lieutenant Edward J. Butler of Truck 2, and destroyed the Boston Store, Woolworth store buildings and other contiguous buildings at the corner of Fulton and River streets and northward on River Street. Lieutenant Butler was caught by a falling wall of the gutted Woolworth store block and buried beneath the debris. He was extricated but soon died of his severe injuries.

February 9, 1907, the Troy Waste Manufacturing Company's plant was destroyed by fire at a loss of about $250,000. The Trojan Hooks lost their truck under the falling walls.

Motorized Department; All-Paid Force—Coming down to the year 1924, the city of Troy had provided a complete, modernized fire department, which with the completion of the new central fire and police station, which was expected to be occupied within a year will be, Chief Cornelius Casey declared, the equal in buildings, equipment and personnel of any department in cities of the size of Troy within the United States. Truck No. 2 "broke the ice," so to speak, having become the first paid company in the Troy department. That was back in 1907. Volunteer companies continued to serve the city, but the movement for a paid department whose members should be on duty at all times, gathered force, and the volunteers began to disappear. The Washington Steam Fire Engine Company was one of those reorganized as a paid company, but that organization was finally disbanded, November 25, 1915. The operation of the department on a complete paid basis was in effect January 21, 1923. The complete motorization of the department became effective early in 1924, and the last of the highly trained and faithful fire horses which had participated in the evolution of the mobility of the apparatus was sold in the spring of 1924. January 28, 1922, the combined police and fire alarm system was put in operation, and with the installation of one hundred and sixty-four fire alarm boxes, the bell alarm system was abandoned.

Central Fire and Police Headquarters—The building of the new central fire and police station at State Street and Sixth Avenue, to be put in operation in 1925, is one of the most important features of the Fire Department. The central part of the building will be the fire headquarters, with the chief's quarters and quarters for forty men. There will be a gymnasium, recreation rooms and sleeping rooms. One of the innovations established in 1920 at the old headquarters was a squad wagon, manned by ten firemen, the emergency unit being equipped with all the facilities of the most improved type for the quick handling of fires. This squad unit responds to every alarm immediately. Beside the chief's automobile and the squad wagon, Pumpers Nos. 1 and 2, and Truck No. 3 will be located in the new central station, and the Read and Ranken steamer houses and Trojan Hooks house will be sold. In connection with the improvement campaign in progress with the establishment of the central station is the renovation of the Child steamer



BOSTON PUBLIC LIBRARY

RUINS OF DISASTROUS BOSTON STORE FIRE, FULTON AND RIVER STREETS, JANUARY 26, 1911.

building in Lansingburgh, which is to be put into the modern class, and Truck (Fake) No. 1 is also to be stationed there. The equipment at that building includes Pumper No. 11. These improvements must be taken into consideration in noting the great forward strides that the department is making to reach the acme of perfection and the peak of efficiency.

Census of 1924 of Fire Department—The Fire Department force consists of one hundred and forty-two men. They are classified as follows: Chief engineer, Cornelius Casey; assistant engineers, M. J. Hubbard, John J. Evers and John Oleson; fifteen captains, fifteen lieutenants, superintendent of fire alarm, assistant superintendent of fire alarm, lineman, three signal men, superintendent of Hose Depot, and assistant superintendent of Hose Depot, the remainder of the force being chauffeurs and firemen.

Officially, there are no longer any fire companies bearing the personal names by which they were for many years so popularly known, as the authorities are trying to educate the public, as well as the department, to know the companies by their numerals only. For the sake of identification, as between the old and the new, the former names of the companies are given in the following list accompanying their present number designations. The present pieces of apparatus are: Eleven pumpers and three hook and ladder trucks. The trucks are: No. 1 (Fake), No. 2 (the first of the all-paid department units), and No. 3 (Trojan Hooks). The pumpers are: No. 1 (Read), No. 2 (Ranken), No. 3 (Osgood), No. 4 (Eddy), No. 5 (Farnam), No. 6 (Stanton), No. 7 (Hope), No. 8 (Bussey), No. 9 (Beman Park), No. 10 (Child), No. 11 (Twining).

CHAPTER XXVIII.

COMMERCE BY WATER.

The Hudson, the Great Natural Waterway of the East—City of Troy Developed at Head of Tidewater Navigation Where Trade Routes Converge—Settlement First Grew Where Ferry Crossed—From Sailing Sloops to Palatial Steamboats—Modern Toll-Free Structures Replaced Ancient Bridges—Terminus of the Great Barge Canal Systems—Federal Dam Aided Power Development as Well as Water Traffic—Harbor Improved and Million-Dollar Docks Constructed—Deeper Waterway Project—Growing Volume of Commerce.

One hundred and forty years ago the site of Troy was peaceful farm land, with cattle grazing on its slopes; a mill or two utilized the power of the tumbling cascades formed by streams coming down from the plateaus to the eastward to make their way into the Hudson, while stages, finding no suitable crossings because of the numerous mouths of the Mohawk opposite, lumbered down the road along the river from the thriving village of Lansingburgh on their way to Albany, and found ferryway across the river where placid tidewaters made it feasible. The place where the Mohawk Trail intersected the natural waterway of the Hudson, forming a logical meeting place for the Redmen intent upon barter or conference in prehistoric days, was destined to become the intersecting point of commerce by both land and water. The first great natural waterway of the East, the majestic Hudson, was here to receive the traffic contributions of canals from the North and from the West, while at the river front was to be received the commodities of trade brought by the ever-improving means of land transportation. When modern development completes what nature has ordained, with the deeper Hudson and connecting water routes, Troy will come into its own as a great inland seaport.

Natural Resources—Its situation geographically in regard to the first means of transportation by water, and its rich natural resources in which the immediate country abounded, made the territory on which Troy now stands an ideal point for the centering of trade and commerce. The Hudson, the Mohawk and their tributaries were swarming with fish; the dense woods offered game and peltry in plenty, while the virgin soil when cultivated yielded abundant crops. The first Dutchmen to settle in the "Great Meadow"—the site of Troy—had as neighbors the aboriginal natives, who were hunting, trapping and fishing. From his fields he beheld their bark canoes, laden with pelts, gliding down the river to the fort below. The solitary homes and frugal life of these pioneers had their cheer in the marvelous harvests which crowned their yearly toil, and the future was more golden as their fences and barns enclosed growing grain and sheltered multiplying cattle. Three of these Dutch farmers of the Vanderheyden family had observed the success

with which Abraham Jacob Lansing had fostered his tract of land to the northward into the beginnings of a prosperous village. Lansingburgh, even at that early date, showed unmistakable signs of becoming a thriving town. The demands of commerce and trade forced themselves upon the Vanderheydens in the search for points of suitable development following the Revolution, and the inducements offered finally persuaded them to lease land along the river bank and road for places of trade together with necessary dwellings.

First Ferry—When Derick Vanderheyden purchased of Van Woggelum June 2, 1707, two tracts of land extending from the Poestenkill northward to the Piscawen he evidently came into possession of a ferry privilege across the river just below the islands and the lower mouth of the Mohawk. The situation of this house on the map of Philip Verplanck, dated November 4, 1720, its proximity to the river and its relative distance from the mouth of the Poestenkill, indicate that it was identically the same building that was the dwelling of his son Jacob in 1767, and of Jacob D. Vanderheyden in 1786, which was subsequently known as "the old ferry house," at what is now Ferry and River streets. John Woodworth, in his "Reminiscences of Troy," records that in 1785, and for several years thereafter, "might be seen a solitary scow occasionally crossing the river under the direction of that old experienced ferryman, yclept Mat. Caldwell. He had become a fixture in his vocation. Who that has seen sixty winters does not remember the well known voice of Mat crying, 'Over! Over!' summoning his passengers with a shrillness only equalled by the huntsman's horn."

Stephen Ashley, one of the early emigrants from New England to Ferry Hook, as the point was then called, shortly after his arrival in 1786, opened a tavern in the old Vanderheyden house and leased the ferry. Upon Ashley's assumption of river operations the place was promptly called "Ashley's Ferry." Two years later, his lease having expired, Captain Ashley secured another building near the corner of River and Ferry streets, and there he reopened his tavern which speedily gained a reputation for hospitality and good cheer.

Prior to his removal to the new location, the following advertisement appeared in the "Lansingburgh Federal Herald," May 10, 1788:

> The Subscriber respectfully informs the public that as the time for which he leased his ferry to Captain S. Ashley hath expired, he proposes to exert himself in expediting the crossing of those who may be pleased to take passage in his boat, which will ever be in readiness directly opposite the house at present occupied by said Ashley. The terms of crossing will be as moderate as can reasonably be expected, and a considerable allowance made to those who contract for the season.
>
> He has in contemplation to commence keeping tavern in a few weeks from the date hereof, when no exertions of his shall be wanting to accommodate those who shall resort to the house from which Mr. Ashley will shortly remove.
>
> MATTHISE VANDERHEYDEN.
>
> N. B.—Notice for crossing will be given by sounding a conch-shell a few minutes before the boat starts.

The charge for ferrying a wagon and horses is recorded as having been one shilling sixpence, for a man and horse sixpence, for a person

threepence. There is reflected in the above advertisement, of course, a desire on the part of Matthise Vanderheyden to secure as much business as possible upon his assuming command of the ferry, and to hold the patronage steadily enjoyed by the Ashley tavern.

Growing Trade—Business competition in almost every line was well under way by 1788. A great many New Englanders, attracted by the prospects of big business, migrated to Ashley's Ferry, or Vanderheyden, as the place was designated by the owners. Elkanah Watson in his brief description of the village in 1788 prophetically wrote:

> On the east side of the River, at this point, a new town has been recently laid out, named Vanderheyden. This place is situated precisely at the head of navigation on the Hudson. Several bold and enterprising adventurers have already settled here; a number of capacious warehouses and several dwellings are already erected. It is favorably situated in reference to the important and growing trade of Vermont and Massachusetts; and I believe it not only bids fair to be a serious thorn in the side of New City (Lansingburgh), but in the issue, a fatal rival. I think Vanderheyden must, from its more eligible position, attain ultimate ascendancy.

Lansingburgh, it must be remembered, already had at that time, a start of a dozen years in the race for supremacy. Commerce in New York City, as it was called to distinguish it from the old city, Albany, had steadily progressed, so that by the time Troy began to take on the slightest semblance of genuine growth, the northern village was firmly grounded in home making and trade. Watson was one of the few who discerned that because of such factors as geographical situation, direction in the tide of New England emigration, and the depth of the river for navigation, Troy must of necessity forge ahead of its immediate northern neighbor. The very scheme of things pointed to the inevitable result which in no way reflected discredit upon the energetic and progressive citizens of New City. The foundation of early commerce at Ashley's Ferry was greatly strengthened in 1789 when the people voted to give the hamlet once and for all a permanent name—Troy.

Population jumped from about twenty people housed in three or four dwellings in 1785 to over 1,800 inhabitants and three hundred houses in 1800, a remarkable increase in so short a time. Referring to business conditions in 1807, John Lambert, an English traveler, wrote:

> The trade which Troy has opened with the two new settlements to the northward, through the States of New York and Vermont, as far as Canada, is very extensive, and in another twenty years it promises to rival the old established city of Albany. Its prosperity is indeed already looked upon with an eye of jealousy by the people of the latter place.

Early Commercial Status—Great things were predicted for Troy, and it will be seen, not without reason. Arthur James Weise wrote in his early "History of the City of Troy" (1876) regarding the early commercial status of the busy village:

> The incessant struggles for ascendancy and the constant vigilance displayed to enhance the local interests of Troy were not only crowned with success, but were the means of preparation for the commercial strife and greater enterprises of the future. A prudent economy began to regulate all the domestic and business affairs of the community. Present utility and general advantage were the impelling forces which gov-

erned labor and united the people. Along the unpaved streets no pretentious buildings invited attention; the usual associations of the people were marked by no orders of caste, and individual wealth had no controlling influence except as it assisted traffic and made improvements. Merchants and clerks in the early morning, and even before the shadows of the night had vanished, appeared in the stores, and with busy hands were opening bales, barrels, and boxes, or supplying the immediate wants of early customers. From the still darkened lofts protruding spouts were pouring grain into the capacious holds of the masted vessels cabled to the shore. The blacksmith's anvils rang out from beneath the falling hammers musically upon the morning air. The early rising countrymen with lumbering wagons, were one by one arriving and bargaining for the purchase of the products of their dairies and farms, and the daily stage loaded with passengers, rumbled down the street to the ferry below, where a brawny armed ferryman was hastening the steps of laggards by blowing through a convoluted shell a hurrying blast. Along the shores were moored a variety of water craft—schooners, sloops, and lighters—receiving and discharging their different cargoes. As the morning mists enveloping the river billowed upward into pillared clouds, many of these anchored vessels spread their furled sails to the breeze, and like passing birds sped quietly away.

This daily panorama of events was as commonplace in circumstance and coloring as that which characterizes the usual occurrences of any modern village of equal size, but beneath this seeming similarity, there was always a sanguine expectancy, a positive energy, and an unwavering persistence displayed in the accomplishment of particular purposes, exclusively its own. As a settlement, not imitative, but widely projecting, Troy reaped the rich harvests of its own considerable sowing.

An added stimulus to manufacturing interests was the early development of water power along the Poestenkill, which stream had been dammed and water wheels erected to run the flour mills of Mahlon Taylor and Moses Vail. Two saw mills and a paper mill were later operated by power derived from the same stream. About fifty or sixty shops and stores were scattered about the village, interspersed with neat, trim houses and an occasional inn. Along the water front could be discerned tan yards, potash works and mills.

A Transportation Problem—Some of the most prominent and active business men of this period whose names were constantly associated with civic improvements were: Ebenezer and Samuel Wilson, from Mason, New Hampshire; Mahlon Taylor, Albert Pawling, Abraham Ten Eyck, Richard Grinnell, James Coldwell, Josiah Kellogg, Israel Knapp, Robert McClellan, Isaac Rogers, and Henry Oudthout. The problem of transporting merchandise and agricultural products soon confronted these men, for severe competition with Lansingburgh and Albany had already set in. Farmers were gradually beginning to ship their wheat into Troy, which, in addition to the home manufactured products, had to be transported to New York. The following advertisement appeared in the "Northern Centinel" relative to river transportation facilities:

The subscribers respectfully inform the public that the schooner Flora of 60 tons burden (late from New London), will in future ply between New York and Mr. Vanderheyden's Ferry, two miles below Lansingburgh, from which place she will freight for New York, or elsewhere, on the same terms that they freight from Albany. The vessel has good accommodations for passengers. Those gentlemen who have any commands must apply to Abraham Van Arnum, near Benjamin Thurber's Store, who makes it his business to wait on such as may please to favor him.

September 10, 1787. (Signed) Casper Frats,
Yalles Mandeville.

By Stage or Water to New York—Travel between Troy and New York was also to be accomplished by stage, two covered vehicles, composing the rolling stock of the line operated by Isaac Van Wyck, Talmage Hall and John Kinney between Troy and the metropolis. A charter was granted these men April 4, 1785, wherein was contained the stipulation that the stages should make one trip a week between the cities named, and that the fare per individual should not exceed four pence per mile. Liberty to carry fourteen pounds of baggage without additional charge was allowed. Four shillings was the customary charge by stage from Troy to Albany, while the cost of traveling from the Capital to New York varied from six to ten dollars.

Many of ths sloops and schooners plying between Troy and New York were fitted up to accommodate from ten to fifteen passengers besides the cargoes of freight. For a business man in haste, however, it was extremely hazardous from a standpoint of time to take passage on one of these boats. With fair winds the trip was frequently made in two days, while adverse winds, or no breezes at all, created an extended journey of weeks with resort to either a "white-ash breeze" or "kedging." The former, an ironical expression, meant the strenuous use of long, white ash sweeps which, when applied diligently with the tide, enabled the schooner to cover twelve or fourteen miles a day. Kedging was the process of hauling the boat along by a line running from the bow to a small anchor or kedge dropped on a convenient bar by a small boat sent ahead for the purpose. The line was returned from the kedge to the bow of the sloop and wound about a windlass. When the sloop reached the anchor the small boat advanced once more with the kedge, which, as before, was dropped upon a favorably located sandbar, and the process repeated. To a business man intent upon buying or selling goods, such a trip was very often reflected on the wrong side of the ledger.

Drew From Its Neighbor—Troy soon began to fulfill the prophecy of Elkanah Watson. A gradual exodus from Lansingburg of merchants and prospective merchants took place, some moving their effects in the dead of night, establishing new locations by the light of the moon. Powerful persuasion was used by business interests of Lansingburgh to stem the tide of the mercantile outflow, but to no advantage. Troy quite unintentionally absorbed gradually the greater industries of the smaller village, and over night nearly doubled in population. Lansingburgh's loss proved to be an overwhelming gain for Troy.

The Chancellor's Folly—About thirty-six years ago a writer for a Troy newspaper stated, in his article, as follows:

> When, in 1806 the Legislature of the State of New York granted to Robert Livingston and Robert Fulton the sole right "To navigate for twenty years, a boat propelled by steam with and against the stream" it was as valuable, so people thought, as would be a sole right to navigate the air in some sort of carriage. He lived to witness the "navigation of the air."
>
> The scheme of Livingston and Fulton was derided and called "The Chancellor's Folly," but many lived to find the folly placed elsewhere. Robert Fulton, though not

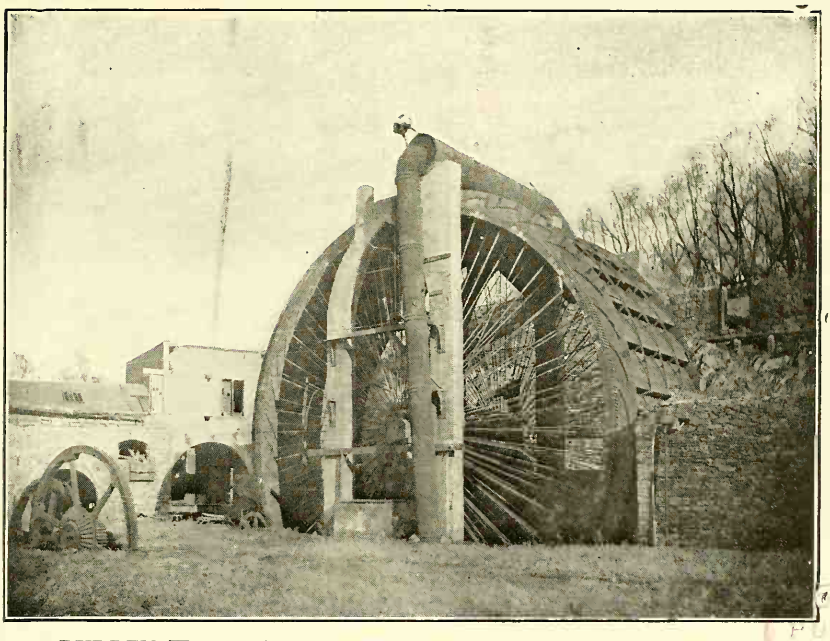
the first to claim the invention, was the first man to put a steamboat on water. The initial trip was made from New York to Albany. The steamboat left the foot of Cortlandt Street, New York, with the staterooms all sold, some of them to men who believed in the success of the scheme, some to doubters who nevertheless wished to "see the finish," and to others who knew but little of the steam engine.

The First Steamboats—The passage of the "Clermont," Robert Fulton's steamboat, up the Hudson in thirty-two hours on August 17-18, 1807, inaugurated an era of increased river travel and freight transportation. Troy was not lax in taking advantage of the benefits which the new invention offered, for the steamboat "Firefly," one of Fulton's fleet, began daily trips between Troy and Albany in the fall of 1812. This first steamboat to ply between Troy and Albany and one of the first to navigate the Hudson, arrived at the Troy dock at a point immediately in rear of the old John L. Thompson drug house on River Street in September, 1812. The fare on the "Firefly" was two shillings each way, and parties wishing to hire the boat for an evening excursion were asked four dollars for a trip lasting about three hours. As improvements were made and newer and larger river steamers constructed, freight and transportation lines were immediately formed in Troy.

The first of these lines, the Troy Steamboat Company, was chartered March 31, 1825, and was backed by the following citizens: John D. Dickinson, George Vail, Nathan Warren, Alsop Weed, Samuel Gale, Nathan Dauchy, Philip Hart, Jr., Gurdon Grant, George Tibbits, John Paine, Townsend McCoun, James Van Brokle and Richard P. Hart.

Troy's first steamboat, the "Chief Justice Marshall," was put into commission Saturday, March 12, 1825. Two other boats were shortly put into service, the "Constitution" and the "Constellation," establishing a regular line between New York and Troy. The first "day boat" to run regular trips between the two cities was named the "New London," making the initial trip, August 19, 1826. This boat had a foremast made to carry sail when necessary. Among later boats that gained reputation for comfort and speed were the "City of Troy," built in 1876, and the "Saratoga," 1877. The Citizen's Steamboat Company was organized in January, 1872, articles being signed on February 19 of the same year. A complete list of early steamboats plying between Troy and New York from 1807 to 1876 follows:

1809, "Car of Neptune;" 1811, "Hope," "Perseverance;" 1812, "Firefly" (first steamboat running from Troy to Albany); 1813, "Richmond;" 1814, "Fulton;" 1815, "Olive Branch;" 1816, "Chancellor Livingston;" 1817, "Stoudinger;" 1819, "Henry Eckford;" 1823, "James Kent;" 1824, "Hudson;" 1825, "Sandusky," "Bristol," "Constitution," "Constellation;" "Chief Justice Marshall," "Saratoga;" 1826, "Sun," "Niagara," "New London," "New Philadelphia," "Swift Sure," "Commerce;" 1827, "Albany," "North America," "Victory;" 1828, "De Witt Clinton;" 1829, "Ohio;" 1830, "Novelty;" 1831, "John Jay;" 1832, "Champlain," "Erie;" 1833, "Helen" (Burden's cigar boat); 1835, "Robert L. Stevens," "John Mason;" 1836, "Rochester," "Jonas C. Heartt," "Swallow;" 1837, "James Fairlee," "Utica," "United States;" 1838, "Diamond,' "Illinois;"



BURDEN WATER WHEEL, TROY, LARGEST IN THE WORLD.

PUBLIC LIBRARY

EAST ON BROADWAY, TROY, 1910.
Federal Building, Approach and Rensselaer Polytechnic Institute on hill.

PUBLIC LIBRARY

1839, "Balloon," "North America;" 1840, "South America," "Troy;" 1841, "Columbia," "Rainbow;" 1842, "Curtis Peck;" 1843, "Empire," "Knickbocker;" 1844, "Trojan;" 1845, "Belle," "Express," "Niagara," "Rip Van Winkle," "Hendrick Hudson," "Oregon;" 1846, "Thomas Powell;" 1847, "Alida;" 1848, "Isaac Newton;" 1851, "Reindeer;" 1852, "Golden Gate;" 1854, "Hero," "Francis Skiddy," "Commodore;" 1866, "Sunnyside," "Connecticut," "Vanderbilt;" 1876, "City of Troy."

The "Car of Neptune" was 295 tons, while the "City of Troy" boasted of a tonnage of 1,500. The success and popularity of the river lines for commercial purposes as well as for pleasure was practically assured from the start. Troy merchants, for the most part, voted for transportation by steam-propelled craft, thereby soon relegating the sailing schooners to the pages of history.

Steamboat Accidents—Owing to the danger of night trips the day boats claimed "a great advantage over the night line." The government had not yet assumed control of rivers and harbors, and no lighthouses had been placed to warn navigators. Accidents to river steamers were frequent, and sometimes serious. Contrasting with the safe travel of to-day the passenger on a steamboat was deemed to be in danger, and dutifully made his will before embarking.

The ill-fated "Swallow" made her first trip August 6, 1836, and her last one April 7, 1845. "When the 'Swallow' comes up" was a procrastinating date of settlement for all unwilling Trojans for many years after the fatal day when the "Swallow" went down. Hopes of increased pay from employers, return of the ten borrowed from a friend, fulfillment of promises of the too careful parent were all put off to that elusive date, "when the 'Swallow' comes up."

Selection is made from the briefest contemporary account of the accident, as the fullest account published is too long for available space:

> About eight o'clock in the evening April 7, 1845, while the passengers, about three hundred in number, were in staterooms or on deck, some smoking, conversing and otherwise enjoying the trip, a sudden severe shock was felt as the boat struck a rock island opposite the site of the City of Hudson. The officers tried to prevent panic by stating that the boat had struck a raft and was not injured, but the scraping of timbers and the settling of the boat, which was soon evident, made all the passengers aware that there was present a grave danger. The water soon reached the engine room and great clouds of steam were sent up. Some few persons jumped overboard and were drowned and great excitement prevailed. Screams of women and call of men for aid brought small boats and one steamboat to the aid of the sinking vessel and nearly all passengers who were on deck were saved. Some others were drowned in their berths and several who had risked jumping into the river were lost. In all sixteen persons lost their lives. Thirty-four Trojans were among the passengers saved.

Another fatal accident occurred when the "Chief Justice Marshall," September 10, 1830, was about ten minutes away from dock, leaving New York for Troy. The boiler burst and the escaping steam fatally scalded eight passengers and several others were injured by the wreckage blown about, two of these dying later. Other fatal accidents on steamboats plying between Troy and New York were: The boiler in the

"Niagara" burst when the boat was opposite Ossining July 31, 1847. Four passengers were seriously injured, two dying and two of the firemen were blown into the river and drowned. On the night of May 17, 1849, the steamboat "Empire" was rammed by a large schooner and sunk in less than ten minutes when opposite Newport. Seventeen lives were lost in this casualty. The "Sunnyside" was wrecked in the year 1875. Leaving Troy late in the day of November 30, amid floating ice and accompanied by a large tug boat as far as Albany it was there deemed that the danger was not great so the tug boat was dismissed. When four miles north of Poughkeepsie large sections of floating ice stopped her wheels, and as the boat drifted helplessly the ice piled up and her hull was crushed and the steamer sank. Eleven persons were drowned, others were taken off to safety by a small "propeller" which risked destruction in the effort. After two trips the rescue boat was forced to abandon further attempts.

The steamboat "City of Troy," passing its dock at the foot of Ferry Street, about 10 o'clock on the morning of September 2, 1905, when the signal system failed to work, crashed into the side of the Congress Street bridge and the pilot house, upper deck and superstructure at the forward end was wrecked. Subsequently, on April 1, 1907, this steamboat was burned to the water's edge, when it took fire while passing up the river. Captain Bruder ran the steamer aground on the shore near Hyde Park, and the passengers and much of the freight were safely taken off. The "Saratoga," its sister steamer in the Citizens' Line, bound from Troy to New York, was wrecked in a collision with the steamer "Adirondack," opposite Saugerties Creek about 1.15 a. m. October 13, 1906, and grounded on Hog's Back reef. There were three hundred passengers aboard. Clarence Sherman, of Melrose, an oiler on the "Saratoga," was killed in the impact, and the clerk, George L. Horton, of Troy, son of George W. Horton, who had been general manager of the Citizens' Line until his death several years before this accident, was sleeping in a stateroom near the wheel on the "Adirondack," and was swept away, his body never being located. Ten persons were injured.

Early Ferries—From the days of the Vanderheyden ferry until after the construction of the State dam, four ferries operated on the river at Troy. The pioneer ferries were merely flat-bottomed scows, laboriously poled across the river expanse. A so-called machinery-propelled boat was next put into commission, operating from Ferry Street to the opposite shore. Professor Benjamin Silliman in 1819 described the ferry as follows:

> A platform covers a wide, flat boat. Underneath the platform there is a large horizontal solid wheel, which extends to the side of the boat, and there the platform or deck is cut through, and removed, so as to afford sufficient room for two horses to stand on the flat surface of the wheel, one horse on each side and parallel to the gunwhale of the boat. The horses are harnessed in the usual manner for teams, the whiffletrees being attached to stout iron bars, fixed horizontally, at proper height into posts, which are a part of the fixed position of the boat. The horses look in opposite directions, one to the bow and the other to the stern; their feet take hold of channels or grooves cut in the wheels, in the direction of radii; they press forward, and though

they advance not, any more than a squirrel in a revolving cage, or than a spit dog at his work, their feet cause the horizontal wheel to revolve, in a direction opposite to that of their apparent motion; this by a connection of cogs, moves vertical wheels, one on each wing of the boat, and these being constructed like the paddlewheels of steamboats, produce the same effect, and propel the boat forward. The horses are covered by a roof, furnished with curtains, to protect them in bad weather; they do not appear to labor harder than common draft horses with a heavy load. The inventor of this boat is a Mr. Langdon, of Whitehall, and it claims important advantages of simplicity, cheapness, and effectiveness.

Not long after this the horse boat at Ferry Street discontinued its trips. A ferry which regularly plied between Broadway and Green Island, overturned in the middle of the river on Friday morning, October 13, 1854, a catastrophe costing the lives of eleven persons. The accident was caused by swells from a passing steamer.

Douw Street, Troy, and Tibbits Street, Green Island, were terminals for a steam ferry established after the construction of the State dam. This ferry was continued until 1911, when the boat went over the dam with a loss of three lives. The original landing sites of the pioneer ferries were utilized by four steam ferry boats which were subsequently put into commission for transporting passengers.

Tide at Troy—Tides had to be reckoned with in the days of the sloops, and even to some extent during the era of early river steamers. The following extract is from a report made on November 17, 1877, by Lieutenant J. H. Willard, United States Engineers, and indicates the tide conditions at Troy at that time:

"The mean rise and fall of tide at South Troy (Iron Works) is 1.92 feet. The mean high water level at South Troy is 1.73 feet above that at Governor's Island. The mean low water level at South Troy is 4.16 feet above that at Governor's Island."

The average range of tide along Troy's water front, as calculated at the Federal dam by the Bureau of Navigation, is 2.92 feet. In 1923 the tide here reached an average of 3.43 feet. The highest water level in the upper Hudson at Troy was recorded during the serious flood following heavy rains in the latter part of March, 1913, when the highest point reached was twenty-eight feet above the mean low water mark at the Congress Street bridge March 28, and for three successive days, March 27, 28 and 29, 1913, remained above twenty feet flood. The lowest water level recorded at Troy was on November 17, 1924, when the water south of the Federal dam was two feet six inches lower than sea level, due to a combination of low tide, drought and high north wind.

Despite the efficiency of the steamboat lines, it is recorded that there were sixty-six sloops aggregating 4,489 tonnage, owned by Troy people in 1825. Commodities shipped the same year from Troy amounted to $2,500,000, conclusive proof that the city with its 8,000 people had made rapid strides in commercial growth.

Trojans Enterprising—A New York newspaper in 1835 spoke thus of Trojans:

There is something remarkable in the character of the people. No matter where they come from, or what may have been their previous habits, the moment they become

residents of this place, they are Trojans. They not only look well to their own individual interests, but imbibe the same spirit of enterprise which they find prevailing, and unite as one man in sustaining the prosperity of Troy. It is in fact a sort of a community by itself like Lübeck or Hamburg, or any other of the free cities of the ancient Hanseatic League, belonging to the confederacy, it is true, but always minding the main chance for itself. Hence, when any project for the benefit of the town is started, so its feasibility is apparent, there are no bickerings, or jealousies, or rivalship, or long debates. The people go to work and *do* it. So if any other city or town in the vicinity commences an enterprise of its own, if by possibility it can conflict with the interests of Troy, or give her real or fancied rivals an advantage over it, the Trojans are awake in an instant, and some countervailing project is undertaken, or some original measure projected, whereby they can rather more than sustain themselves in the race for competition.

Built Roads to Get Trade—Two of the "measures" which thus reflected Troy's readiness and foresight in business competition were the Western Turnpike and the macadam road to Vermont. The first constructed in 1802 from Troy to Schenectady, was designed to direct the flow of trade from Schenectady and its environs into Troy rather than Albany, where the lion's share of the agricultural business had diverted. An early account of this project reads:

> The expense of first opening the road west was then quite an enormous one, and drew heavily upon their resources. The whole expenditure for the first three miles out was raised and paid for by the subscriptions of those interested in trade at the village, but this improvement amply repaid them for the outlay, and returned its cost in a few years, while great subsequent remuneration came with the increased trade directed from Albany to this point.

Bridging the Hudson—The steady increase in travel in and about Troy created a demand for bridges designed to fulfill the traffic needs of that period. The first of these structures, the covered Union Bridge, which, until 1909, connected Waterford and Lansingburgh, and the oldest covered bridge in the United States, was built in 1804 at a cost of $20,000. It was regarded at the time as a great feat of engineering, and stood staunchly more than a century. The framework, constructed of huge timbers hewn and squared with axes, was pinioned together in many places with large wooden pegs and roughly welded iron strips. It was eight hundred feet long and thirty feet wide. Vehicles, and later trolley cars, passed through the center driveway, on either side of which were pedestrian walks, the boarded sides emitting light through an occasional narrow window. This old landmark was destroyed by fire July 10, 1909. A modern iron bridge with fireproof flooring now spans the river at this point. Following the completion of the new bridge it was purchased by Rensselaer and Saratoga counties and made free of tolls.

The next bridge to be erected, the Rensselaer and Saratoga Railroad bridge, was built in 1834 by Damon and Hayward, and at that time was the only structure spanning the Hudson between New York and Waterford. Made of seasoned wood, it proved adequate fuel for the fire which destroyed it May 10, 1862, the conflagration originating presumably from a spark from a locomotive. In 1876 the western end of a second bridge was built, and in 1884 the eastern end was completed.

Abolishing Bridge Tolls—October 2, 1874, the Congress Street bridge between Troy and Watervliet was opened to the public by the Troy and West Troy Bridge Company, which issued capital stock to the amount of $150,000, and bonds amounting to $200,000. The first structure was constructed in 1872 at a cost of $350,000, revenue being derived for years from toll charges. The present Congress Street bridge, with its concrete walks, tower and electrically controlled draw, costing $750,000, was erected in 1915-17 without interruption of traffic and after years of agitation for the abolition of tolls, was declared a free bridge May 24, 1920, at which time Governor Smith, city and county officials, addressed the crowds gathered to witness the ceremony attending the event. President Thomas Vail, of the bridge company, presented the key to the toll house to the governor. The celebration was one of great importance in the annals of Troy's commercial history as an important move in abolishing tolls. The bridge was purchased by the State as a part of the automobile highway system.

Cohoes and Lansingburgh were first connected by bridge in 1880. A second bridge, an iron structure, with wooden flooring, followed in a few years, and met the same fate as did the old Union Bridge, being destroyed by fire March 4, 1920. The three center spans of the bridge fell into the river, completely choking the channel, which cost the State nearly $9,000 to clear. A new ornamental concrete bridge, with bascule draw, after many delays was completed by the State in 1923. This bridge was also made free of tolls.

A Bridge Magnate—No account of the bridges across the Hudson at Troy would be complete without mention of the late Thomas A. Knickerbacker, whose name will always be inseparably linked with the development of the bridge systems of this vicinity. Mr. Knickerbacker was president for many years of the Union Bridge Company, the Knickerbacker family having a controlling interest in the old covered bridge between Waterford and Troy, and when that bridge was destroyed by fire in 1909, took great pride in the construction of a modern bridge in its place. He likewise served as president of the Troy and Cohoes Bridge Company and the Troy and West Troy Bridge Company, and took a leading part in the building of new structures.

Dam at Troy—Navigation immediately above Troy was greatly facilitated by the completion of the combined State dam and sloop lock, September 1, 1823, opposite Middleburgh Street, a block south of the site of the present Federal dam. The dam was 1,100 feet long by nine feet high, while the lock was thirty feet high by one hundred and fourteen feet long inside, by twenty-five high with a nine foot lift, and was used in connection with the old Champlain Canal. The cost of combined dam and lock was $92,270, and was calculated to furnish an additional eight or nine feet of water to Waterford docks, as well as "to increase fog, fever and ague," a prediction made by certain gloomy citizens which did not materialize. Said the "Troy Centinel" of September 2, 1823:

Yesterday morning, Monday, September 1, 1823, the waters of the Hudson were seen dashing over the dam in beautiful style. In the forenoon, the Corporation of the City turned out to greet the arrival of the large and beautiful lake boat "Gleaner," from St. Albans, Vt., and the canal boat of our citizen, Mr. Whipple, from Whitehall. There are the two first vessels that have passed through the sloop lock just above us, which completes the connection of the northern canal with the river Hudson, and our citizens were anxious to testify their gratification at the long-wished-for opening of this navigation. Accordingly at half past ten o'clock A. M., a procession composed of the Corporation and a large concourse of citizens, escorted by the uniform companies of Troy, was formed under the Capt. Pitcher, and marched to the upper end of River Street, opposite the place where the two boats were lying. The "Gleaner" and another large boat grappled together, and the Corporation with the Light Infantry went on board. The decks of the boats furnished convenient room for the military to form, and as they floated past the city with colors flying and music playing, they returned with their musketry the salutes, which were fired by the artillery, posted at different stations along the shore. Thus honor due was paid to this interesting occasion.

A hydraulic canal was also constructed at the State dam which immediately served its purpose to such manufacturers as Orrs & Company, makers of news, book and wall paper; O. Boutwell & Son, later Boutwell Milling and Grain Company; and William Connor's Paint Manufacturing Company, with the Manning Paper Company subsequently added. After the opening of the Barge Canal the property south from the Boutwell Mill to Rensselaer Street, was secured by the city and the buildings razed to make way for a proposed upper barge canal terminal. The Hydraulic Canal became useless following the erection of the Federal dam, and in 1924 the city planned the removal of the ruins of the Orr mill and completion of the work of filling in the Hydraulic Canal to use the property as a park. Both the Boutwell and the Manning mills were removed, but the Connors paint factory continued in its location.

State Canals—The first proposal to connect the waters of Lake Champlain and those of the Great Lakes with the waters of the Hudson River by a canal system was presented in 1791 in conjunction with a plan to deepen the channel of the Hudson. The State selected investigators to determine the feasibility of such a plan and to estimate the cost and work necessary, but neither estimates nor findings were referred to until thirty years later.

Early in 1816, however, the canal proposition was revived in earnest, Troy with characteristic vim and enthusiasm, contributing its share to State-wide discussion and support. Trojans were called to attend a meeting for consideration of the plan by placards bearing the following message: "Canal—The inhabitans of the village of Troy are requested to meet at the Court House on Saturday evening (February 24) at 6 o'clock to take into consideration the propriety of memorializing the Legislature on the subject of the contemplated Western Canal."

George Tibbits presided at the gathering which selected four persons from each ward to sign a petition declaring the importance of the canal and requesting passage of the measure in the State Legislature.

The Great Canal Bill, as it was called, subsequently passed, and three Troy men, George Tibbits, John D. Dickinson and Albert Pawling, were appointed agents of the commissioners to secure funds to aid in the con-

struction of the New York canals. The cost of constructing the Erie Canal, three hundred and sixty-three miles in length, was $7,143,798, and of the Champlain Canal, sixty-six miles long, was $921,011.

First Boat From Troy—The "Troy Centinel" describes the celebration in connection with the opening of the Erie Canal, October 8, 1823, an follows:

When the procession of boats from the junction of the Western and Northern canals (at Cohoes) had passed on to Albany, according to the order of arrangements formerly made, the "Trojan Trader," a western freight boat, came down to the bridge near the Gibbonsville (West Troy) basin, opposite this city, and took on board the first load of merchandise sent from the Hudson west on the Erie Canal. . . . . Several of our citizens lent their assistance to load the boat, and at 2 o'clock, the "Trader," having on board upwards of 25 tons of merchandise, with her flag flying, and amid the cheer of assembled Trojans, started for the West. The "Trojan Trader" is commanded by Capt. Brace. She is bound for Rochester, and on her flag are painted the following words: "From Troy, the first western boat loaded at Hudson's river."

The National Democrat the next day appeared with an article strongly commending this action on the part of Trojans in sending forth the first boat; an enterprise harshly criticized in some quarters. Said the "Democrat":

The enterprise of the Trojans is worthy of all imitation. We believe that without exception they are the most enterprising people in the United States. There is among them a noble spirit of rivalship, untinctured by jealousy of each other. No man appears to envy, but everyone to emulate the genius, talent, and industry of his neighbor. They are determined if they do fall in the scales of commercial, manufacturing, and mechanical competition, that they will fall honorably in a firm and persevering struggle for preëminence. May they never fall, but may they continue to rise by the same honorable and noble spirit of ambition.

A side cut from the Erie Canal entered the Hudson at West Troy (Watervliet), directly opposite Troy, while the Champlain branch converged with the Hudson at Waterford. A sloop lock in the old State dam connected the two levels.

A canal from Troy to Boston was proposed in 1825, but upon the advent of the railroad and the building of the Hoosick tunnel, the canal proposition was abandoned.

Lafayette pronounced the Erie Canal "an admirable work of science and patriotism," which indeed it was. But time brought added requirements, and in a few years alterations to the canal were necessitated by the constantly increasing demands made upon it. Locks were lengthened and widened; sections of the waterway were also widened and deepened. A period of general enlargements and improvements followed the year 1825. In 1882, the canals were declared free. It was not until 1884 that what may be called the present era of canal improvement began.

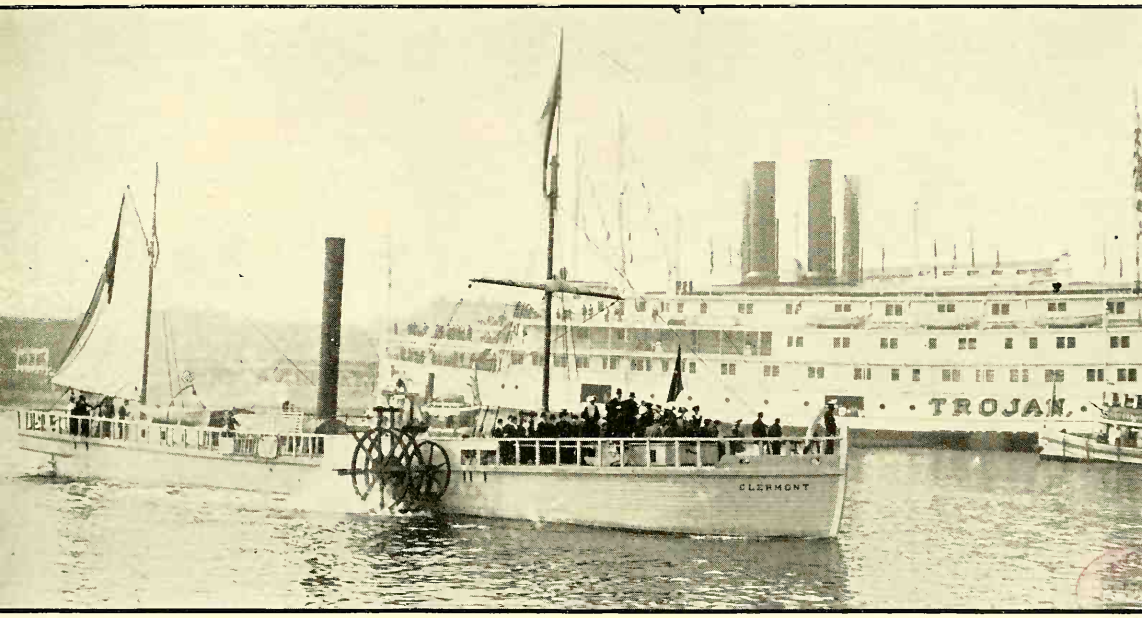
Barge Canal System—Preliminary surveys for the Barge Canal system were made in 1900. A long period of planning and discussion followed before the actual work of construction was undertaken. During 1903 a memorable canal campaign was launched, at which time there were held in various cities in the State enthusiastic meetings. In

August and October of that year similar conventions were held in Troy, when the Chamber of Commerce and other civic bodies energetically contributed their share of support to the project.

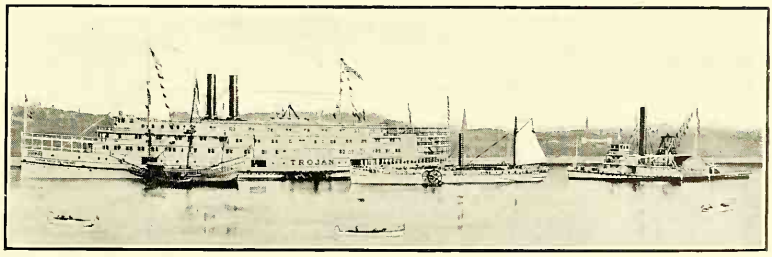
On referendum the people voted $101,000,000 for a Barge Canal system and construction on the Champlain division began at Fort Miller, April 24, 1905, while work on the Erie branch was commenced at Waterford, June 7 of the same year. Directed by expert engineers, the Barge Canal system became the present actuality, an engineering feat of mammoth proportions, costing in its entirety with terminals and other developments in the neighborhood of $175,000,000. Unlike the old canals the Barge Canal follows the bed of the Mohawk westward and the Hudson River northward from Troy to Fort Edward, and thence overland to Wood Creek into Lake Champlain. The Erie division from the Mohawk River at Crescent Dam cut across country, north of the Cohoes Falls, entering the Hudson at Waterford, whereas the old Erie Canal crossed the Mohawk at Aqueduct, skirted the Cohoes Falls on the south, dropping down by means of twenty-three locks to the level of the Hudson at Troy and also extended southward to Albany. The new canal reaches the level of the Hudson by a series of five locks between Waterford and the Mohawk, with a total lift of one hundred and sixty-nine feet. The largest Taintor gates in the world are in the first dam of the Champlain division, in the Hudson River just above Troy. The length of the Erie division of the Barge Canal is 351.5 miles, and of the Champlain division, 71.5 miles. The main line of the Erie division was opened May 15, 1918, but a section of the Champlain division, between Whitehall and Northumberland, was opened in May, 1914. William J. Roche and Senator John P. Ryan were appointed by the governor members of the commission to arrange for the celebration in 1925 of the hundredth anniversary of the opening of the Erie Canal.

Shipments over the Champlain division in 1913 amounted to 224,566 tonnage, while in 1920 it had jumped to 485,598. The Erie division showed even a greater increase—from 274,793 in 1913 to 891,221 tons in 1920. Commodities which pass through Troy *via* the Barge Canal include iron, petroleum and products, cement, salt, paper and products, chemicals, miscellaneous and manufactured products, ice, wheat, oats, rye, barley, flour, hay, flaxseed, lumber, pulpwood, coal, iron ore, sand, stone and gravel.

Terminal and Grain Elevator—A Barge Canal terminal and docks were erected on the river front between Washington and Adams streets, with two principal warehouses built of timber, measuring sixteen by fifty and thirty-two by one hundred feet respectively. The upper warehouse was supplied with two and one-half ton hand derricks, while the lower house was furnished with two two-ton steam cranes with a Gantry crane capable of lifting fifteen tons. An electric magnet for handling scrap iron, etc., was also installed. A locomotive crane was placed at Adams Street, which makes possible the use of the entire length of the terminal, providing at the same time switching facilities. The Chamber of



FIRST STEAMBOAT AND MODERN PALATIAL STEAMER COMPARED.
Replica of Robert Fulton's "Clermont" and Hudson River night boat "Trojan" in Troy harbor during Hudson-Fulton Celebration. 1909.



Copyright 1909 by Bert Boice, Troy

FOUR ERAS OF STEAMBOAT NAVIGATION ON HUDSON.
Half Moon (1609), Clermont (1807), Norwich (1840) and Trojan (1909).

LIBRARY

Commerce has been active in the project, and was instrumental in securing the additional crane for facilitating the transferal of cargoes at the terminal. The agitation for a grain elevator and storage warehouse resulted in an appropriation of $300,000 by the State in the spring of 1924 for the purpose.

For a Deeper Hudson—The completion of the Barge Canal revived the question of the deeper Hudson, which has been agitated for more than a century. It was quite logical that Troy, as the terminal of the Champlain and Erie divisions, and being situated at the head of tidal navigation, should be most vitally interested in the deepening of the river. The stream averages a depth of twenty-three feet as far north as the city of Hudson, but becomes gradually shallower above that point, necessitating artificial means to secure the required depth.

The deeper Hudson movement was early sponsored by Troy and blended eventually into a combination of community interests affecting the entire district including Troy, Albany, Schenectady, Cohoes, Waterford, Watervliet, Green Island, and Rensselaer. Troy has been a leader in the movement, and year after year sends delegates to the convention of the State Waterways Association, the Atlantic Deeper Waterways Association, and the National Rivers and Harbors Congress, the recognition of these bodies having been given the project. Leading citizens of Troy from its earliest settlement have been active in all matters pertaining to river improvement. It is a matter of record that Martin I. Townsend, "The Grand Old Man of Troy," and Edward F. Murray, who was engaged in the transportation business for sixty years, were early workers for a deeper river and spent their own money in trips to Washington to obtain appropriations, finally being successful in having the channel opened from New Baltimore to Troy. At eighteen Mr. Murray went to work for the McManus Line, which subsequently developed into the Murray Line, Inc., the offices of which have always been located at the foot of State Street. Among many others former Mayor Cornelius F. Burns has been most active, and was given a real ovation at the Atlantic Deeper Waterways Association Convention in September, 1924, when he declared that "nature and national necessity will eventually bring the deeper Hudson to Troy." Assistant Secretary of the Navy Theodore Roosevelt, Jr., asserted that "the people of the Hudson Valley are possessed of a greater national heritage than any other people in the Union. Troy really is the gateway of the Nation with its already developed commercial routes and its projected deeper Hudson, which will permit the navigation to this city of ocean-going vessels. It is realized that the project is one of national importance, and there is no reason in the world why these possibilities will not be developed. For the purpose in view, the Hudson River is more adaptable than any body of water in any other locality." After years of agitation, the Board of Army Engineers, in June, 1924, recommended to Congress the deepening of the Hudson to the Greenbush bridge at Albany, but as the main purpose of the project has always been to connect with the canals which terminate

at Troy, this city continues its agitation, confident that to complete efficient waterway communication with the West and North, the deeper river must extend to the Federal dam at Troy. Should the desired twenty-seven-foot channel in the Hudson be completed, canal barges and ocean freighters would meet at the head of tidewater navigation, and Troy would become an important inland port.

Federal Dam—The advent of the Barge Canal of course necessitated a new type of lock larger than the old sloop lock which had been built in the State dam at Troy. The dam itself, an old wooden structure, had stretched across the river from Middleburgh Street to Green Island since it was opened to navigation September 1, 1823, with scarcely any changes in its superstructure save occasional repairs. Accordingly, in 1913, the United States Government, having authority over navigable streams, commenced work on a new dam at Bond Street, about a thousand feet north, to replace the old one which was later dynamited. The new structure is 1,550 feet long, and in contrast to the old dam, which was hardly more than a series of wooden cribs filled with broken rock, is built entirely of steel and concrete. About 70,000 cubic yards of concrete were used in the work, which took over two years to complete. The canal lock, constructed in the east end of the dam, is five hundred and twenty and one-half feet long and forty-five feet wide; one of the largest locks in this section of the country. The tug "Marie" was the first boat to pass through this lock August 3, 1915. The total cost of the new dam was $1,463,014.07.

Power Development—The volume of water passing over the big dam suggested potential power. It remained for Henry Ford, the automobile magnate, to utilize it on an extensive scale. As early manufacturers had built their mills and factories by the spillway of the old State dam, so Mr. Ford, in 1920, under lease from the government, began the construction of a hydro-electric power plant and immense shops in Green Island, at the western end of the Federal dam. The plant was put in operation in 1922, successfully converting the overflow from the dam into electrical energy. Automobile parts are manufactured at the plant, which employs several hundred men on a three-shift, eight-hour basis. The entire area known as Mohawk Pines, extending from his plant to and including the angle of land at the junction of the Hudson River and the lower Mohawk branch, was purchased by Mr. Ford for future development. In locating at this point Mr. Ford declared his intention of taking advantage of the natural facilities for shipping by water, and that he hoped to see early development of the Hudson channel and the local port to enable direct shipment from the Troy plants to the ports of the world.

Freight Lines—Mention has been made of the Murray Line of Troy freight barges, which ships daily from Pier 6, East River, New York, to the foot of State Street, Troy. The river from time to time has been dredged to improve navigation, and dozens of river and lake barge lines

are operating on its waters. The Central Hudson Steamboat Company, which operates between Troy and Highland Falls, is another transportation line of importance to Troy's commercial life. This company affords shippers a tri-weekly service, Tuesday, Thursday and Saturday, to and from Castleton, Coxsackie, Stockport, Hudson, Catskill, Saugerties, Tarrytown, Rhinebeck, Kingston, Esopus, Highland, Poughkeepsie, Rudco, Milton, Marlborough, New Hamburgh, Beacon, Newburgh, Cold Springs, West Point and Highland Falls. Freight is received and delivered at the company's pier, State Street. The Hudson River Freight Line, Inc., augmented by motor trucks, likewise efficiently serves local merchants.

Night Line Steamers—The Hudson Navigation Company, whose steamers are famed for their luxurious appointments and excellent service, operates nightly from Troy and Albany to New York, freight as well as passenger service. Four palatial river liners, "Trojan," "Rensselaer," "Fort Orange" and "Berkshire" are in commission; the first two running to Troy; the last two only to Albany. These steamers make no intermediate stops between the terminals. Many Troy and Albany merchants take advantage of this over night freight service by water.

Shipping by Motor Truck—Shipping by motor truck has become quite popular among Troy merchants, and at present there are registered in the local traffic bureau nineteen motor truck carriers, all of whom operate on regular weekly, semi-weekly, or tri-weekly schedules, touching one hundred and fourteen towns and cities in the eastern and east-central sections of New York State, as well as Vermont and Massachusetts, covering in distance, a radius of one hundred and fifty miles.

Harbor and Docks—The movement for the improvement of the harbor of Troy and its dock lines, which had been agitated for some years, culminated in the first steps in the actual work of reconstructing the city's water front in the summer of 1916. Congress has been petitioned for the creation of an enlarged harbor at Troy, with a deepening of the water by dredging from shore to shore, about seven hundred feet in width, with an average depth of at least twelve feet at mean low water. The government engineers found that it would be necessary for the city to construct its entire dock line on the harbor front, as the dredging necessary would reach below the foundation of the docks which had been found adequate in pre-barge canal days. For five or six years the harbor facilities committee of the Troy Chamber of Commerce had waged a campaign for the reconstruction of the harbor, and through coöperation of the municipal authorities was able to give assurance that the city would carry out its part. The army engineers began working upon a project calling for a channel from the end of the canals at Waterford to Hudson, twelve feet deep at all stages, with a width of two hundred feet from Waterford to the Federal dam at Troy, and a general width of four hundred feet south of the dam, increased at bends and widened to form harbors in front of the cities of Troy and

Albany. The Federal project of 1910, which will probably be completed in 1925, will entail a total expenditure of nearly eight million dollars.

Commission Begins Work—Early in the summer of 1916 Mayor Burns appointed a harbor and dock commission of five members under an act authorizing bonds of $400,000 to prosecute the work of rebuilding the docks from the Barge Canal terminal at Adams Street to Broadway. Subsequent authorization was given to continue the improvement northward to Hutton Street. August 22, 1916, the engineer of the commission, John C. Watts, and instrument man, John J. Manning, began taking borings just north of the State terminal and between Liberty and Division streets. The borings followed new bulkhead lines established by United States engineers. The members of the commission in 1924 were Albert Cluett, chairman; Hiram G. Hammett, who was President of the Chamber of Commerce at the time the project was determined upon; Professor Thomas R. Lawson, of the Rensselaer Polytechnic Institute; Clark H. Foster and James H. Morrissey. William W. Loomis, one of the original members, had died, and C. W. Tillinghast Barker had resigned to accept the chairmanship of the City Planning Commission. When John C. Watts became city engineer, January 1, 1924, he was succeeded by John Flynn, Jr., as engineer to the commission. The new concrete dock from the north line of the Barge Canal terminal to the North line of Hutton Street was completed by the end of 1924. The length of the State terminal is nine hundred and sixty feet; from Liberty Street to Broadway, 2,496 feet; and from Broadway to Hutton Street, 2,686 feet. This gives a total of more than a mile of new dock on the river front of the business section of the city. The cost of this improvement thus far completed is close to a million dollars. Of this amount the property owners on the river front pay forty dollars a foot front, and the balance was assessed upon the city at large. The new dock is of reinforced concrete, built upon solid rock where available, and upon pile cribbing at other points.

Coincident with this improvement the Federal Government carried on the deepening of the harbor and had completed in 1924 dredging for a width of three hundred feet as far north as the Delaware and Hudson bridge. From Hutton Street north to the dam the channel will narrow down to about one hundred and seventy feet in width. The depth of the channel is approximately fourteen feet at low water. By the establishment of the bulkhead line by the United States engineers in 1917, property owners gained approximately fifteen feet in depth to the new river front.

In order to give the headway required by the government engineers the Delaware & Hudson bridge from Troy to Green Island had to be elevated ten inches over the channel and a new lift-span built to replace the narrow draw at the east end of the bridge. With the completion of the new dock the Hudson Navigation Company is returned to its old landing at the foot of Broadway, where a new steel shed one hundred by one hundred feet, was erected on the dock north of Broadway for freight storage.

Increased Volume of Commerce—Awaiting the opening of the Barge Canal season, May 1, 1924, in the harbor of Troy between Adams Street and the Federal dam, were more than one hundred vessels, of which four score were loaded with 20,000 tons of coal. This was the most significant indication of a restoration of water traffice since the hey-day of the old canals. The value of river cargoes has increased notably since the opening of the Barge Canal. The latest available figures show that in 1918 the value of merchandise transported by river craft touching at landings above Hudson was $240,051,390, and in 1919 $202,093,193. The bulk value of commerce through the lock at the Troy dam in 1918 was 618,082 tons of a value of $30,898,050, and in 1919, 686,419 tons of the value of $46,740,402.

Converging Point of Commerce—Modern Troy covers 9.32 square miles, adjoined by a urban territory of twice those dimensions, and is the very hub of a radiating system of freight transportation by rail and water to New York, Buffalo, Montreal and Boston. Troy is the terminus of three railroads, the converging point of four interurban electric railway systems, serving communities within a radius of sixty miles; a city at the head of navigation on one of the great rivers of the world, virtually a seaport and the logical receiving, distributing and shipping center of the great territory which it serves. From a transportation and commercial standpoint no city is more advantageously situated than Troy. The prophecy of Elkanah Watson in 1788 has been very greatly exceeded in fact.

Commercial and Industrial Future—As City Engineer Alfred E. Roche said in 1916:

The future of Troy lies in the wise management of its port. There is abundant land, especially on the west side of the river north of the Federal Dam, on which can be established foundries, steel-works and ore-reduction works. The high quality magnetic ore of the Champlain district can be brought to the door of any steel plant at the usual cost of river transportation of one mill per ton per mile, and the fabricated article moved by river or rail to unlimited fields. It was said that the early iron industries could not compete with the Pittsburgh district because the ore could not be obtained in quantity cheap enough. It is now certain that there can be a revival of this industry because units of two thousand tons can be delivered at the most economical rate known.

Boston and New England consume or transhipp thirty-five million bushels of wheat annually. Statistics show that Buffalo handled in 1915 three hundred and fifty million bushels of wheat and that the major portion of it was moved east by rail. With the completion of the Barge Canal and the inauguration of grain rates the greater portion may be moved by boat, and that which is to feed New England or to be transhipped from Boston re-handled at Troy. It has been variously estimated that elevators erected on the river front and served by a union railroad will be in a position to handle fifteen million bushels annually, and that a saving of one cent a bushel, or eighteen per cent. will be obtained over rail rates.

I predict for the city of Troy a future in which we will see a revival of the great iron industry; that we will see those unoccupied stretches of land humming with industrial life; and that we will become one of the principal cities along the river and canals for receiving, storing and discharging the immense quantities of grain now floating to the western terminus of the canal. I predict that the industrial section along the river

front with factories, storehouses, barge and freight line, steamboats, ocean trawlers of twelve-foot draught, grain elevators served by water and rail, with equal facilities for interchange of business, will give abundant employment and stimulate Troy's commercial prosperity.

CHAPTER XXIX.

RAILROADS AND STREET RAILWAYS.

Transition From Stage Coaches to Steam Railroads—Enterprising Trojans Pioneer Railroad Builders—How Rival City Was Outwitted—Art in Coach Building—Bridging the Hudson—When the City Built a Railroad—Terminus of Three Railroad Lines in Union Station—First Horse-Car Street Railway—Introduction of Electric Trolley Car—Lines Known by Colors—Merged Into a Single Traction System—Fifth Avenue Bus Line and Suburban Auto Busses.

Prior to the advent of the railroad residents of Troy, like every other thriving community, were dependent upon lines of stage coaches for transportation to surrounding towns and hamlets. In 1806 the trip from Troy to its nearest neighboring city, Albany, required about two hours by stage on either of the two trips which Platt Titus made daily from the Troy House. A journey to Albany and back a century ago consumed about as much time as a trip to New York and return at the present day.

A stage between Troy and Schenectady made its initial trip May 5, 1823. Then, in 1824, there were stages three times a week to Boston *via* Lansingburgh, Pittstown, Hoosick Four Corners, Williamstown, Adams, Cunnington and North Hampton. Daily trips were made to Saratoga Springs in 1833. Even as late as 1846 there existed a Troy-Montreal stage line, one stage leaving every morning at 9 o'clock for the Canadian metropolis. This journey necessitated three nights on the road under normal traveling conditions, Montreal being reached on the fourth day. Coaches which left Montreal daily in the afternoon accomplished the run to Troy in three days.

Era of Steam Locomotion—Troy's transitional period in mode of locomotion from literal horsepower to that of steam, reflected such extreme caution and grave doubts on the part of leading citizens as to appear amusing in our present day, with its then undreamed-of methods of transportation. But the step from the horse-drawn stage to the construction of a railroad, entailing great expense was truly a momentous project, one involving possible heavy losses, though fraught with the possibility of great benefits. So it is small wonder that in 1831, the proposal to build a railroad from Troy to Ballston Springs created a stir in local business and family circles. Doubt outweighed credulity. The road promised to facilitate business, however, which was greatly to be desired, so that by the time the bill passed the Legislature, April 14, 1832, pessimism had very largely given way to optimism.

The passage of the act incorporated what was known as the Rensselaer and Saratoga Railroad. Permission was granted the company to lay either a single or double track from an advantageous point in Troy, passing through Waterford to Ballston Spa. Authority to erect bridges between the points named was also conferred by this act. It was stipu-

lated that work should be begun within three years after the passage of the bill, and be completed within five years from the same date. Commissioners and officers were elected and capital stock to the extent of $300,000, at $100 a share, was immediately issued. The commissioners were John Knickerbacker, John House, Stephen Warren, William Pierce, William D. Haight, James Cook and Joel Lee. Richard P. Hart was chosen president in 1833, and the following directors were named: Elisha Tibbits, George Griswold, John Cramer, John Knickerbacker, Richard P. Haight, Townsend McCoun, Nathan Warren, Stephen Warren, George Vail, LeGrand Cannon, Moses Williams, John P. Cushman and John Paine.

First Troy Railroad—The Rensselaer & Saratoga Railroad was completed in 1835, and on October 6, of that year the first train crossed a long covered wooden bridge between Green Island and Troy. When the cars reached the western end of the bridge—then known as the Rensselaer & Saratoga Bridge, but now called the Delaware & Hudson Bridge—the locomotive was detached and horses were substituted. It was necessarily a slow journey across the bridge and down River Street to First Street, the terminal being located for a long time at the old Troy House. Later the cars were hauled to the south side of a two-story brick building, approximately on the site of the present Central Young Men's Christian Association. It was in this vicinity that the ticket office of the new railroad was located.

The passenger cars were exceedingly small as compared with the modern railway coach. They were entered by doors on the sides. Conductors collected fares from the outside, walking on footboards constructed for that purpose, similar to those still in use in European countries. The practice of using horses to draw the cars over the bridge and through the city streets was abandoned in 1853, when the trains were allowed to continue under their own power to the Troy terminal.

Twenty-four miles was the distance calculated between Troy and Ballston Spa. The fare to the latter place was $1, while $1.25 was charged for a Saratoga ticket.

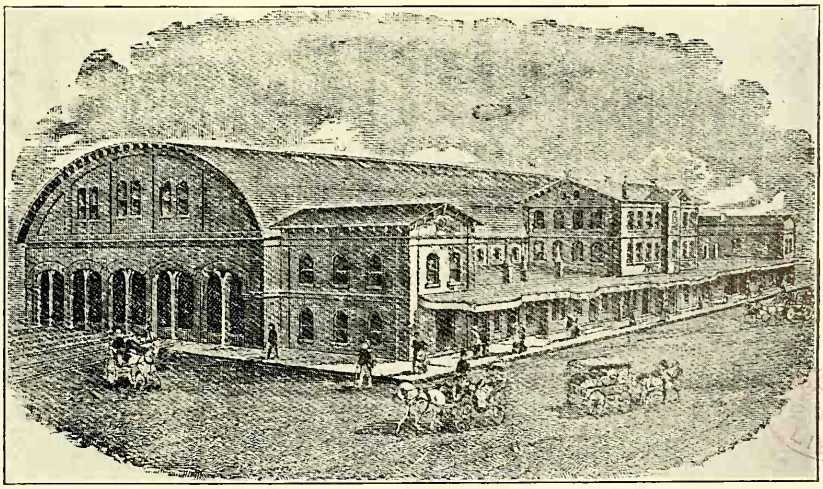
About a week after the opening of the road, local travelers and readers of the newspapers were greeted with the following advertisement:

> Passengers will leave Troy every morning for the Burrough (Mechanicville) in the Ballston and Saratoga train of cars precisely at ten o'clock and from thence to Whitehall in coaches and the splendid new packet, Red Bird. Cars will remain opposite the office of the Company at No. 10 First Street and at the east end of the bridge every morning from sunrise to nine o'clock to take freight for the Burrough, Ballston and Saratoga.

First Speed Thrill—It is interesting to note that passengers from Ballston to Saratoga were forced either to take a post coach for the remaining six miles, or to wait one hour for the Albany-Saratoga cars. Fifty-four minutes was the time ordinarily scheduled from Ballston to Waterford, a distance of twenty-two miles. A correspondent of the "New York Commercial Alvertiser," however, must have experienced

BEAUTIFUL WAITING ROOM, TROY UNION STATION.

TROY UNION STATION.



TROY UNION STATION, 1869. From old wood engraving

Erected after the fire of May 10, 1862, the largest steel arch roof at that period; torn down in 1899.

something in the nature of a thrill when the train in which he made the trip cut four minutes from the regular time. Describing a visit to Troy in 1835 and referring to the customary fifty-four-minute run from Waterford to Ballston, he wrote:

> This is doing very well, but I had the pleasure of flying over the same space the other day in fifty minutes. The cars are of the most superb order, and run upon wheels of an improved description, being cast with a rim of wrought iron in the flange, so that to break them would seem impossible, or next to it.

The road at that period had not been completed, but shortly afterward it was extended to the Troy House in what was then the heart of the city. The company's charter did not permit it to extend the road to Saratoga.

Bridging the Hudson—Originally, it had been the intention of the builders to construct the road along the east bank of the Hudson, through Lansingburgh, and across the river upon the old Union Bridge at Waterford. The chief objection to this plan was the high bridge toll rate, although it may be added that the residents of Lansingburgh were not particularly delighted at the prospects of having a smoky, dirty railroad running through their prosperous, well-kept village. Whatever the cause, the officers of the road decided to change the direction of the proposed route, so the tracks were subsequently laid on the west side of the river, with bridges spanning the various branches of the Mohawk. At a point on the lower extremity of Tibbits Island, opposite Troy, the tracks turned sharply east, crossing the Hudson by "one of the noblest bridges in the Union." The bridge thus described in an early history of Troy was about 1,600 feet long, "resting upon eight massive piers of rough hewn stone. It has a draw of sixty feet at one end, for the accommodation of river craft of Lansingburgh and Waterford. Sixteen hundred thousand cubic feet of timber have been used in the construction of the bridge."

Railroad bridges proved a matter of considerable importance to Troy during the days of experimental railroading. Particularly important was the bridge just referred to, for ultimate developments made it one of two big factors which enabled Troy to secure and maintain a firm grasp on the commerce of Northern New York. There had been a great deal of talk at one time of building a bridge across the Hudson at Albany. Trojans steadily opposed this project both in and out of the Legislature with the result that construction was delayed. Meanwhile, the Rensselaer & Saratoga Railroad committee had been hard at work perfecting plans for a bridge at Troy. A clause granting the "right to build bridges between any places mentioned in the charter" was introduced into the proposed bill incorporating the Troy & Saratoga road, which was passed. Albanians evidently failed to note the importance of the bridge grant to Troy. By the subsequent erection of the bridge the exactions of the Union Bridge Company of Waterford and Lansingburgh were, of course, avoided.

Outwitting a Competitor—Although the road was known as the Rensselaer & Saratoga, the company was not authorized to lay its tracks through to Saratoga Springs. The road, completed to Ballston, apparently was doomed to end there. The task of transferring passengers and shipments to and from Saratoga offered a difficult problem. It was not to be solved by any aid from the Schenectady-Saratoga Railroad, in which Albanians were financially interested, for they promptly refused permission to the Troy company to carry either freight or passengers over its lines notwithstanding the fact that the former road was listed as non-profitable. Shortly after this, a quantity of non-paying Schenectady-Saratoga Railroad stock came into possession of a New York broker. Enterprising Troy merchants, upon receipt of the news, immediately banded together and purchased the stock, eliminating the Albany interests, and bringing under Rensselaer & Saratoga control the majority of the Schenectady-Saratoga stock. This was the second factor which helped Troy to retain its grip on the commerce of Northern New York.

Art in Coach Building—It is worthy of note that the Rensselaer & Saratoga Company looked well to the comfort and æsthetic taste of its patrons. Rolling stock in general had greatly improved, but particularly the coaches, which must have been considered the height of perfection. A railroad trip in those days was something greatly to be desired by most individuals; an occasion to look forward to with the keenest delight; an event surpassed only, perhaps, by the thrill of attending a circus. Freeman Hunt's description of the cars pictures quite vividly the prevailing style of railway coaches in the early part of the nineteenth century:

Yesterday, I took a seat in one of the passenger cars of the new railroad for Ballston. The road now extends to Saratoga, and will, I venture to predict, become the most fashionable route, as indeed it is the most interesting, to the "Springs." The arrangements for carrying passengers are quite extensive. There are 24 cars belonging to the company—at once spacious, elegant and convenient. They are 24 feet in length by 8 feet in breadth, and sufficiently high within for the passengers to stand erect; the whole divided into three compartments, the seats of which are cushioned and backed with crimson morocco, trimmed with coach lace; each compartment is surrounded by movable panels, thus affording the comforts and facilities of either a closed or open carriage to suit the convenience of the passengers. The oustide of the cars is painted a beautiful fawn color, with buff shading, painted-in picture panels, with rose, pink and gold borders, and deep lake shading; the small moldings of delicate stripes of vermillion and opaque black. Within the panels are "transferred" some of the most splendid productions of the ancient and modern masters, among which are copies of "Leonardo da Vinci," Horace Vernet, "David" (the celebrated painter to Napolean), "Stuart," and many more of the modern school. The whole number of the subjects of the 24 cars cannot fall far short of 200, as each car averages from 6 to 10 subjects; among which may be enumerated several copies from the antiques; Napolean crossing the Alps, the two splendid scenes in Byron's Mazeppa, the Hospital Mount St. Bernard, portraits of most of the distinguished men of our own country, among whom Washington (from Stuart's original) stands conspicuous, The Wounded Tiger, The Avalanche, portraits of distinguished women, views of several of our popular steamboats, the railroad bridge near Philadelphia, and several views in the South. The *tout ensemble* is more like a movable gallery of the fine arts than a train of railroad cars. . . . The cars were made in Troy by those famous coach builders, Gilbert, Veazie, and Eaton, aided by Mr. Starbuck, a scientific machinist. Connected with the cars are two beautiful locomotives, called the "Erie" and the "Champlain."

Troy-Stockbridge Road—The Troy and Stockbridge Railroad was incorporated by the State Legislature, May 10, 1836. Capital stock to the extent of 600,000 shares at $50 a share was issued. The commissioners were Daniel Gardner, John E. Wool, Elans Tilden, Charles S. J. Goodrich James Van Schoonhoven, Jonas C. Heartt, Ebenezer C. Bartain, Henry W. Strong, Arthur Milliken, John D. Willard and Philander Wells. This line formed important connections with other roads established at later dates.

New York Extension—About the time that construction was begun on the Troy & Saratoga Railroad, similar communication between New York and Albany was being considered. A permit to build such a road was granted by the State in 1832. The importance of this permit to Troy was contained in the fact that power was allotted the company to extend the line to Troy. Lack of capital or enthusiasm, or both, must have prevailed, for no construction on the northern extension was undertaken until 1840. Tracks were laid in 1840-41. The road was to intersect at Greenbush with the West Stockbridge road by which Troy would have direct connection with Boston, and *via* the Housatonic with New York. The entire project was thwarted, however, by an act of the Legislature on April 11, 1842, which required in addition to the amounts already expended $200,000 before the northern section could be constructed and cars run. This setback likewise hindered the Troy-Greenbush road, which was in the initial stage of construction.

The following Trojans were appointed directors of the northern extension of the New York and Albany road in February, 1844: Stephen W. Dana, LeGrand Cannon, Jonas C. Heartt, Thaddeus B. Bigelow, Horatio Averill, John L. Thompson and Alsop Weed.

Thought Canals Better Than Railroads—A railroad between Troy and Schenectady had been contemplated for some time prior to 1836, but it had met with nothing but opposition and ridicule as a general thing. It was thought by many that the Champlain and Erie canals were not sufficiently patronized, and that those waterways would amply serve as arteries of travel to points west and north if the people would but awake to their advantages. As early as 1826 a Trojan, John L. Sullivan, staunchly advocated a Troy and Schenectary railroad. He was the first to petition the Legislature to this effect. Just how Sullivan's action was received by the local papers is indicated in the following press extract:

> Among the petitions to the Legislature on Wednesday was that of John L. Sullivan for the construction of a railroad from Schenectady to this city. Although we remain to be convinced that these roads will ever become a preferable substitute for canals, yet if individuals or companies are ready to expend their funds in making the experiment, the privilege ought to be allowed them. . . . It cannot be imagined that a railroad from Albany or Troy, terminating at Schenectady, even if transportation could be conducted upon it with greater facility or less expense, will ever receive a large portion of it.

City Built a Railroad—Accordingly, the plan was pigeonholed and apparently remained dormant for some years. There were certain factions

active, nevertheless, and in due time the project was again revived, greeted this time by more favorable comment from the press, owing no doubt to the successes encountered by the Ballston road. The plan as outlined lay in extending the Utica-Schenectady road to Troy. This proposal was instantly met by a storm of protest from certain New York capitalists. Undaunted, the leading merchants of Troy continued their scheme for encouraging western business by means of the Troy-Schenectady Railroad project, with the result that the bill was passed by the Legislature May 21, 1836. There followed the usual delay in securing action, but construction was finally started in 1840. Bonds for $649,142 were issued, and an estimated length of twenty-four and one-quarter miles of rails was laid, the entire cost of construction being shouldered by the city. The first train passed over the new line November 1, 1842, a triumphant testimonial to the characteristic determination and progressiveness of Trojans.

Coasting to Troy—A rather peculiar system finally landed the western traveler in Troy *via* the new Schenectady-Troy route. All passengers bound for Troy were ushered into a single car of the incoming western train, and this car detached from the rest when Cohoes was reached. From Cohoes to Green Island the tracks were laid partly on high, graded ground and partly on slightly inclined trestles. A push given the detached coach caused the car to gravitate by its own weight down the rails to the bridge in Green Island. No statement has been found relative to what happened if the car for some reason or other, failed to reach its appointed destination. Horses hauled the cars from Green Island over the Rensselaer and Saratoga bridge to the station in Troy.

Some time in May, 1843, the track was extended along River Street from the Troy House to State Street, where passengers and freight were unloaded at the steamboat landing. The ticket office of the company, together with the offices of the New York Steamboat Association, were located at 199 River Street in a building which later housed the drug and chemical store of Robinson, Church & Company.

Enterprise Justified—The ambition of Troy merchants to bring about an expansion of local business through direct contact with the West, coupled with the zeal exhibited in carrying out their plans, soon justified the existence of the Troy and Schenectady Railroad. A decided increase in trade and local prosperity in general was discernable, and the cause of much favorable press comment. The "Troy Daily Whig" of May 6, 1844, contained the following article relative to the western railroad after one year of operation:

> This road is doing a far better business than it did at the corresponding period of last year. The cars arrive and depart daily with hundreds of passengers brought to and taken from the depot by the first class steamers which form *two daily lines* between the city and New York, and by other conveyances in every direction. Our brethren of the press make frequent notices of this road.

While the "Buffalo Gazette" had this to say:

The Trojans are proverbial for their enterprise and public spirit. Everything which they take hold of "goes ahead." For two or three years past, they have been endeavoring to compete with Albany for the Western travel to New York and the East. For this purpose, a railroad had been constructed to Schenectady which intercepts the Great Western line at that point, and upon the river, a line of most splendid steamers has been put. Having recently passed over this route, we can speak of it advisedly. The railroad is one of the best constructed in the United States, and passes through a section of country abounding in beautiful scenery. This with the gentlemanly attention of those in charge of the cars—which by the way are superb—being like those of the Attica and Buffalo road—renders it a trip of pleasantness and comfort . . . .

City Disposed of Road—It must have been something of a surprise therefore, when the road was suddenly offered for sale nearly ten years after its completion. The heavy cost of operation and upkeep had been declared too serious a drain on the city's financial resources. A committee had thereupon been appointed to investigate the advisability of selling for a sum not less than $200,000, with the result that the road was sold for that amount March 1, 1853. Russell Sage was president of the Troy Board of Aldermen which authorized the sale. A payment of $50,000 down was made by the purchasers, with an agreement to pay the balance within fourteen years from that date, with six per cent semi-annual interest after March 1, 1858.

Line Continued Southward—Steamboats transported freight and passengers between Troy and Greenbush about the time the extension of the New York-Albany Railroad was contemplated. As previously stated, the partially constructed Troy and Greenbush Railroad had been abandoned temporarily upon the dissolution of the northern extension project, but work was again taken up and vigorously pushed. Incorporation resulted May 11, 1845. A month later, June 12, the first train ran over the road. According to its charter the Troy-Greenbush Railroad extended from Washington Street, Troy, intersecting the track of the Troy-Schenectady Railroad, continued south to the town of Greenbush. Here it connected with the Albany and West Stockbridge road. At Troy the trains were drawn by locomotives up through River Street to the intersection of River and King Streets, where the depot was situated. The old Manufacturers Bank stood on the site once occupied by the old Troy-Greenbush Railroad station.

Boxing the Railroad Compass—Troy by 1848 had railroads extending to three points of the compass, and now desired connection with the East. This desire was fulfilled by the incorporation of the Troy and Boston Railroad, April 4, 1848. Preliminary surveys were followed by a charter. The following directors received their appointments on Tuesday, November 20, 1849: John E. Wool, George M. Tibbits, D. Thomas Vail, Daniel Robinson, Charles H. Merrit, Jonas C. Heartt, Elias Johnson, E. Thompson Gale, Isaac B. Hart and Stephen E. Warren. Officers of the company were: Amos Briggs, president; D. Thomas Vail, vice-president; Day O. Kellogg, secretary and treasurer.

Celebrating Route East—It was 1850 before actual construction of the road was begun, and owing to the magnitude of the project, the initial swing of the pick axe was accompanied by a great celebration. Promptly at 10 o'clock in the morning of June 6, 1850, a procession under the leadership of General Viele, marshal, formed at the court house and marched to the scene of first operations at Bull's Head Farm, about one and a half miles north of the city. As near as can be ascertained this farm was located on the line of the present Glen Avenue. The parade, long and impressive, consisted of the following military and civic organizations: Troy Citizens' Corps, Captain Whitlock commanding; Troy City Artillery, commanded by Captain Brintnall; Republican Guards, led by Captain Burns, and the Lansingburgh Independent Artillery, with Captain Mercer. The City Band and the Arsenal Cornet Band, directed by Captain Jones, furnished martial music for the tread of many city dignitaries and railroad officials, chief of whom were, of course, the president, directors and engineers of the newly formed company. Short speeches followed the arrival at the scene of action, and then General Wool broke ground. Mayor Kellog shoveled the earth into a wheelbarrow, which Amos Briggs, president of the road, trundled away. Mr. Briggs followed his manual labor with an address, which concluded the exercises. Later one hundred guests gathered for dinner at the old Troy House, an appropriate ending to a day of much importance in the annals of Troy's early growth. Offices of the Troy and Boston Railroad were opened at 199 River Street.

A week before Christmas, December 19, 1851, the first through train from New York arrived in Troy, an event very much heralded by the citizens and the press.

The opening of the Rutland and Washington Railroad *via* that section of the Troy and Boston road from Troy to the junction at Eagle Bridge, occurred June 28, 1852, and was likewise the cause of a great deal of celebrating and speech making in the city. A banquet for a large number of guests was a feature of the occasion. This road is now a branch of the Delaware & Hudson Railroad from Eagle Bridge to Rutland.

Covered Railway Station—Pressing need for a railroad station in Troy was experienced about this time, and in January, 1853, the Troy Union Railroad Company purchased the Eaton and Gilbert block on Sixth Avenue (Union Street), for the express purpose of erecting a passenger station. Construction was immediately begun, and in 1854 the building was completed. It was a huge brick structure covering an entire block—400 feet long. The high roof was supported at each end by a great oak arch with an arc of one hundred and fifty feet and a rise of thirty feet. Very few cities that period could boast of a more spacious or more modern railway station. The formal opening of the new Troy Union Depot took place February 22, 1854, with a banquet in the upper north and south rooms of the building. A train of five cars bearing three hundred guests and one hundred and twenty-five members of the State

Legislature arrived from Greenbush, ran slowly past the station to Hoosick Street; backed around the western turn of tracks on to the bridge; then around another heading south back to the station. This railroad wye, constructed at that point, eliminates the necessity of turning trains by turntable. There were five hundred guests seated at the banquet. Sprightly music, brilliant speeches, and ready wit made the occasion one to be remembered. General George R. Davis, alderman of the Eighth Ward, replying to a speech in which Troy had been humorously characterized as "having an axe to grind," said that Troy's axe was always ground, and always possessed an edge as sharp as a razor." The Troy Union Railroad Company was jointly controlled by the Rensselaer and Saratoga, Troy and Schenectady, Troy and Greenbush, and Troy and Boston Railroads.

Rivalry Between Cities—General Davis' remark was typical of the good-natured rivalry reflected at nearly every gathering in which Trojans and Albanians mingled. Witty remarks and humorous bantering were in order on all such occasions. This seemed particularly so when members of the Legislature were present. At one of the social functions a Troy member of the State Legislature took occasion to "toast" an Albany newspaper which had quite consistently published caustic remarks about the "mackerel soup and fricasseed herring," served so frequently at Troy banquets. Said the guest: "Mackerel soup and Albany asperity will make a pickle to preserve inviolate Troy hospitality."

Modern Station Erected—The first train on the New York Central Railroad arrived at the new station July 19, 1854. The big train shed was destroyed in the great conflagration of May 10, 1862, which started in the wooden railroad bridge from sparks from a locomotive. Later it was rebuilt with steel arched roof, but finally was torn down in 1899 to make way for the present structure with subways to the tracks which was opened to the public in August, 1903.

Other County Railroads—The Albany Northern Railroad was projected to run from Albany to Montreal. From Albany it extended northward to a point above Waterford, where the Hudson was bridged, and the line continued through Schaghticoke, Valley Falls, and Johnsonville to Eagle Bridge, where it connected with the Rutland & Washington Railroad. In 1859 the bridge collapsed under a passenger train, many being killed or injured, and the railroad went into the hands of a receiver. When the Boston, Hoosac Tunnel & Western Railroad was built in 1880 part of this line was utilized as far west as the village of Schaghticoke, from whence it curved northwestward through the town to cross the Hudson at Stillwater.

The extension of the Harlem Railroad from Chatham in Columbia County northward through the little Hoosick Valley, in the eastern part of Rensselaer County, to Petersburgh Junction, was promoted by Treanor Park, of Bennington, Vermont, a well-known railroad builder. This line was connected with the Rutland Railroad, and is now a part of

the New York Central lines. Other prominent railroad men have been associated with the development of Rensselaer County railroads. One of Jay Gould's first railroad ventures was with the Rutland & Washington Railroad. Daniel Robinson was for years president of the old Troy & Boston road, and C. M. Burt was president of the Boston, Hoosac Tunnel & Western Railroad, and it's successor.

Until 1862, when the first bridge across the Hudson at Albany was built, New York and western trains ran by way of Troy, coming from New York into this city on the Troy & Greenbush line, and then westward over the Troy & Schenectady Railroad.

Transformation of a Bridge—A second bridge, adjoining the Rensselaer and Saratoga span, was completed in 1854, and at that time the practice of using horses for hauling the trains over the bridge and along the city streets was discontinued. Trains were allowed to proceed under locomotive power across the bridge through to the Union Depot. Rails were placed on the new bridge, and the old railbed taken up. In its place were constructed passageways for vehicular and pedestrian traffic. After the fire of 1862 the long bridge was rebuilt with steel frame, but was not again covered. It is a double bridge divided for railroad and vehicular and trolley traffic, with a draw near the eastern end.

Hoosac Tunnel—Another undertaking which received a vast amount of ridicule when proposed was the Hoosac Tunnel. The object of this five-mile underground passage, the longest railroad tunnel in the United States, was to connect the east and west branches of the Troy and Boston Railroad through the Berkshire Mountains. One newspaper in discussing the merits of the enterprise, concluded the article by stating that "nobody but Trojans would think of such an exploit." Despite unfavorable comment from the public, which was also very backward about advancing capital, a start was made between 1855 and 1858. The Massachusetts Legislature furthered the proposition in 1862 by voting $2,000,000 toward the work. Although this hurried operations to a great extent, it was February 9, 1875, before the undertaking was successfully completed. A total of $20,000,000 had been expended on the project. On the day of its completion, the first passenger train passed through the "bore," while on April 10, a train composed of twenty-two cars loaded with grain traversed the tunnel. The first passenger train from Boston *via* the Fitchburg branch arrived in Troy October 13, 1875; the first train from Troy to Boston left Troy July 17, 1876, at 7 o'clock in the morning, and arrived in Boston at 2.30 p. m. Coal-burning locomotives were used to haul trains through the tunnel during the first twenty-five years of its existence, but oil burning engines were put into commission thereafter. Electrification of the tunnel began October 2, 1910, and was finished in May, 1911.

Consolidation of Boston Lines—The consolidation of the Troy and Boston and the Fitchburg Railroad companies under the name of the

Fitchburg Railroad, was ratified by the directors of the latter company January 25, 1887, and three days later by the Troy and Boston Company. By this mutual agreement the Troy and Boston Company was dissolved. The Fitchburg Railroad was absorbed by the Boston & Maine Railroad Company in 1905.

Manufacture of Railroad Cars—A Troy industry, which for many years operated in close conjunction with railroading, was the manufacture of passenger and freight cars. This business was first controlled by Eaton, Gilbert & Company, who, after selling their property on Sixth Avenue to the Union Railroad Company, concentrated on the production of rolling stock at a plant in Green Island. As many as five hundred gun carriages were made at the plant during the Civil War. About this time the concern changed ownership, and for years until 1880 was known as the Gilbert & Bush Company, but continued to make sleeping coaches, parlor, general passenger and freight cars, not only for railroads in the United States, but for roads in England, South America, Australia, and New Zealand as well. The Gilbert Car Works passed out of existence in the early nineties.

Prosperity Through Railroad Enterprise—Troy by 1888 had climbed to the front ranks of the world's manufacturing cities, accompanied always by a steady advance in local railroad interests. Some of the older roads changed hands many times, and finally, absorbed by the larger trunk lines, passed out of existence altogether. Although their identities became obscure, their power to function for the benefit of the community continued. Most of the original railroad corporations organized by Trojans still exist, with their stock still held mostly by Trojans, though their franchises are under lease to present operating companies. Thus three railroads, the Delaware & Hudson Company, the Boston & Maine Railroad Company and the New York Central lines, have terminals in Troy to-day. The Troy & Bennington Railroad Company, formed May 15, 1851, constructed the road from Hoosick Junction to Bennington, Vermont, now a part of the Rutland Railroad system, which operates into Troy over the line of the Boston & Maine. The Troy & Saratoga and Rutland & Washington railroads are part of the Delaware & Hudson system, while the Troy & Schenectady and Troy & Greenbush roads are incorporated in the New York Central lines. The Troy Union Railroad Company, formed July 21, 1851, under authority to build a union station and lay tracks to it through the city, is under the joint control of the three railroad companies. The Boston & Maine Railroad freight yards are located north of Hoosick Street, the New York Central south of Adams Street, and the Delaware & Hudson Company at Green Island, opposite the city.

Industrial success in Troy during the last quarter century owes much to the hardy courage of the pioneer railroaders, who with perseverance and determination chipped their own way through flinty hills, spanned scores of deep ravines, and filled acres of swamp land, laying the rails of travel and trade as they progressed.

Half Century of Service—The longest period of service in the history of railroads in Troy was that of John Kelly, who was employed by the Troy Union Railroad Company for fifty-one years. After serving as a member of the old Capital Police Force he entered the employ of the company in 1872 as a special officer at the Union Station. In 1880 he became station master and served in that capacity until he was retired in April, 1923. During his forty-three years as station master he became widely acquainted with the traveling public and numbered among his friends not only the prominent railroad officials of the East, but many who were prominent in public life.

Street Railways—Inability of the stage lines to meet the increased demands of the traveling public, especially within the city, together with the far-sightedness of several enterprising citizens, were responsible for Troy's first horse car railway. Articles of association of the Troy and Lansingburgh Horse Railway were filed in 1860 at the secretary of State's office, and the following directors chosen the same year: Thomas Symonds, John A. Griswold, Arba Read, Jared S. Weed, J. C. Osgood, E. O. Eaton, William Barton, Leonard Smith, and Miles Beach, all of Troy; Peter A. Burden, M. S. Van Buskirk, George A. Lally, and F. B. Leonard, of Lansingburgh. Capital stock of the company amounted to $100,000; 1,000 shares at $100 a share.

First Horse Railway—A right of way was granted the organization July 31 by the Common Council, permission being given to lay a single track through River, Adams and Second streets, to a point on the Greenbush highway near a bridge which crossed the Wynantskill. Ground was broken near the Manufacturers' Bank, River at King Street, Monday afternoon, July 15, 1861, by William Barton engineer for the company. Little or no celebration attended the ceremony. The following account, which appeared in the "Troy Daily Times" the next day, depicts the scene and reflects the character of public sentiment regarding the enterprise:

> Horse Railroad—Ground was broken yesterday afternoon near the Manufacturers' Bank for the Troy and Lansingburgh Horse Railroad. William Barton, the Engineer of the Road broke the ground, followed by the President, Thomas Symonds, and Mr. Peter Burden. Quite a crowd was collected to witness the ceremony, and although the enterprise made little progress, yet it was considered sufficient for a commencement. There was no intention on the part of those having charge of the work to do more than begin the enterprise. To-day, the construction has been commenced in earnest, and quite a large force of men has been put upon it. The road will be rushed through as rapidly as possible, and as may be consistent with the stability of the track. We rejoice that this enterprise has at last been begun. When order shall have been restored to our country, and the Government maintained in its integrity, we may expect an unexampled career for several years of business prosperity and National peace. This road will become then one of the best paying institutions in the vicinity, and will conduce very greatly to the business of our city. The wisdom of the projectors, if not now apparent, will be recognized, and Troy will owe them a debt of gratitude which we hope to see well repaid. In one month's time we expect to see the road in active operation, and doubtless our expectations will be realized.

Original Red Line—Friday morning, August 30, 1861, the first car was drawn by horse over the route. The car in appearance was similar

to the half dozen additional cars which were put into commission a few days later. They were painted red, were rather low and broad, with a roomy platform at either end upon which the driver stood. The pay-as-you-enter idea is not new, for fare boxes were in vogue then as now. They were of much simpler construction, of course, and were used merely as containers. Because of the fact that the cars were painted red, the line came to have the common appellation "Red Line," which name is applied to the north and south divisions of the present day traction system.

Concerning the initial run of the first horse car in Troy, the "Troy Daily Times," issue of August 30, 1861, had this to say:

> The Horse Railroad—This new enterprise was finally opened to the public this morning, and the cars ran half hourly between this city and the 'Burgh. The track is now in good order, and the cars pass over it with ease and comfort. A large number of passengers were carried on all runs to-day, many people who had nothing particular to do, trying the experiment of railing it up to our pleasant but sensitive neighbor above. The company have put on six new and commodious cars, and appear to have made some very judicious selections of capable and gentlemanly conductors. The idea of doing away with conductors and of requiring passengers to deposit their passage fee in a box for that purpose, seems to have been abandoned by the directors—at least for the present. The opening of this new road inaugurates a new era in the history of Trojan enterprises and go aheadiveness.

The completion of the line followed its extension to Waterford in 1862, with the result that travel was lessened on the old Plank Road (now Fifth Avenue) which for years had existed between Lansingburgh and Troy. Toll on this highway was consequently lifted. Eighty trips daily were recorded for the new railway during the month of November, 1862, indicating to some extent its popularity and worth to the community. Six and one-half miles was the estimated length of the road from Waterford to the Wynantskill.

The White Line—The Troy and Cohoes Horse Car Railroad was organized February 11, 1862, with John A. Griswold, president. The first car ran on this road October 10, 1863, from the east side of the Rensselaer and Saratoga bridge through Green Island to the Champlain Canal at Cohoes and to Ferry Street in Troy. In contra-distinction to the Lansingburgh line, the cars of the Cohoes circuit were painted white, and the name "White Line" still clings to the route from Troy to Cohoes *via* Green Island.

Albia Railway—The next transportation company to be formed was known as the Troy and Albia Horse Railroad Company, which was organized January 31, 1866. Three and one-half miles of track were laid from the heart of Troy to Albia. Officers of the company were: President, Edward O. Eaton; vice-president, James S. Knowlson; secretary, George B. Warren; and treasurer, Joseph J. Tillinghast.

The Blue Line—Cohoes and Lansingburgh in 1880 had direct connection by a horse railway which branched from the Troy-Cohoes line in Cohoes, and, following Ontario Street, crossed Simmons and Van Schaick Islands; spanned the Mohawk and the Hudson, finally inter-

secting the Lansingburgh-Troy line at what is now One Hundred and Twelfth Street. From this point cars ran *via* the Lansingburgh-Troy line to the iron works in South Troy. Cars on the Cohoes-Lansingburgh division were painted blue.

Another intersecting line was built in 1884 from Cohoes to Waterford. This company ran cars from the junction of Remsen and Ontario streets, Cohoes, along Saratoga Street, across the Mohawk bridge, north on the Waterford Road to the village, terminating at the Troy-Lansingburgh Railway terminus. What was familiarly known as the Green Line passed out of existence as a separate railway thirty-five years ago. The two last named lines were operated after 1889 by the Troy-Lansingburgh Company.

Iron Works Line—June 29, 1867, the Troy-Lansingburgh Company received permission from the city to lay tracks on Mill Street, and to extend the road from the Greenbush Highway (Burden Avenue) to a point on Vandenburgh Avenue; also to construct an extension from the intersection of Second and Fourth streets in South Troy, to Congress, and on it to Third, thence to Fulton to River Street. This was known as the North Troy and Iron Works Line. Owing to heavy losses, operations as a separate line ceased in 1870.

The car barns and stables of the Troy-Lansingburgh Horse Railroad were located at One Hundred and Twenty-sixth Street, Lansingburgh, where the car barns are still situated; Simmons Island, Cohoes, and at 103 and 105 Rivert Street. Barns were also constructed at the southwest corner of River and Division streets. General offices of the company were at 205 River Street. This company had expanded to such an extent by 1886 that two hundred and six men were on the payroll, and ninety-five cars requiring four hundred and sixty-eight horses were in operation. It was estimated that during the year 1885 more than 5,220,315 passengers had been carried by the horse railways of Troy.

Electric Trolley System—An important transition occurred in 1889, when on September 29, cars on the northern section of the Troy-Lansingburgh road began running from Cemetery Avenue (One Hundred and First Street) to the Waterford bridge, under the Sprague electric, single overhead trolley wire system. This distinct improvement soon relegated the horse-drawn car in Troy to the pages of history, and opened what then seemed to be unlimited possibilities of speed and comfort in street car travel. At that time the street railway companies of the city and adjoining municipalities were merged under the name of the Troy City Railway, with Charles Cleminshaw as president and Charles H. Smith, superintendent. Extensions along parts of Broadway, Fulton, Union, Third, Fourth and Mill streets, followed in 1890. The Sprague system, by the patronage accorded this line, immediately justified its existence. The system was extended from Waterford to Franklin Square, cars running along this route for the first time Sunday, August 10, 1890. Officers of the Troy City Railway Company in 1889

were: Charles Cleminshaw, president, who succeeded Willard Kemp; Major-General Joseph B. Carr, vice-president; and Joseph J. Hagen, secretary and treasurer.

The Troy and Albia Horse Railway Company which, from 1886, had been running cars regularly between River Street and the "Red Bridge" across the Poestenkill, was reorganized July 9, 1890. Charles Cleminshaw was reëlected president; Anthony M. Brady, vice-president; and Joseph J. Hagen, secretary and treasurer. A grant was issued allowing the company to extend its lines along Ferry, Fifteenth and Hoosick streets, and Fifth Avenue. Shortly afterward the company was merged with the Troy City Railway.

Merger of Trolley Systems—In 1900 the street car system of Troy, Albany and associated municipalities were combined under the name of the United Traction Company, and in 1906 the entire system was purchased by the Delaware & Hudson Company. This purchase also included the Hudson Valley Railway which had been constructed during the decade previous, extending northward from Troy to Saratoga Springs and *via* Schuylerville to Glens Falls, Lake George and Warrensburgh, with a branch to Greenwich. The Schenectady Railway constructed an interurban line from Schenectady to Troy, coming in to the city over the tracks of the United Traction Company. The Troy and New England Railway was projected by citizens of Troy and Sand Lake, and the line was constructed in 1894-5 from Albia to Averill Park, where a resort community was established. James K. Averill, the original and chief promoter of the enterprise, was a prominent citizen and large real estate owner of Sand Lake, and was vitaly interested in having the road built. He succeeded in interesting William A. Thompson, George T. Lane, Edward F. Murray, William Kemp, Charles Cleminshaw, William Shaw, James W. Donnelly, Rice C. Bull and others in the formation of the company. When the board of directors first organized Mr. Averill was made president and Rice C. Bull, secretary and treasurer. Edward F. Murray was very active and influential in the organization of the company. It was the intention to extend the railway to Pittsfield, and Governor Black secured the extension of the charter, but the work was never undertaken. This company was also absorbed in the purchases made by the Delaware & Hudson Company in 1906.

Charles H. Smith, who entered the employ of the Lansingburgh & Cohoes Blue Line, served in various capacities in the car barns, as conductor and inspector, and in 1885 became superintendent of the Troy City Railway when it was formed, continuing until made assistant general manager of the United Traction Company in 1913. He was retired in 1921.

Network of Electric Lines—Out of the original horse car railway there has developed in half a century a network of street and interurban trolley lines, radiating in all directions from Troy, covering a territory of more than a hundred square miles. The most recent development is the trackless trolley, the first car of which type was exhibited in Troy in

October, 1924. With the advent of the automobile bus an additional system of suburban transportation has been developed, lines of busses running from Troy to Grafton and Berlin, Poestenkill, Schaghticoke, Hoosick Falls, Cambridge and Pittsfield, Massachusetts, and from Averill Park to Albany. The Troy Fifth Avenue Bus Company, operating from the business center of the city northward along Fifth and Sixth avenues to One Hundred and Twenty-fifth Street began operations May 16, 1915.

CHAPTER XXX.

BANKING AND FINANCE.

Before the Days of Banks Barrels of Spanish Coin were Used by Troy Merchants—Early Mediums of Exchange—First Bank Located Between Two Villages—Panics Caused Issue of "Shinplasters" by City Merchants—Transformation From State to National Banks and Evolution of Federal Reserve System—Savings Bank More Than a Century Old—Sudden Death on Street Caused a Run—Seven Active Banks Remain of Twenty-two Organized—Building Loan and Savings Associations—Bank Resources Exceed by a Third Assessed Valuation of Property in City.

A bank has been defined as an institution for lending, borrowing, issuing, or caring for money; and as a necessary adjunct to business and industry it always takes its place in a community when business and industrial growth demand it. Banks may be either incorporated or private, State or National, and may include one or more of the following functions: Receipt of deposits, including savings, and the payment of interest; receipt of money subject to check, discount of notes and commercial paper and issuance of circulating medium and fiduciary capacities or general trust business. Among the earliest banks were the Dutch banks, which were merely safety vaults, and merchants paid for having their coin and valuables cared for; while later the English goldsmiths took coin for safe keeping, the receipts which they issued subsequently becoming negotiable, forming a primitive circulating medium. State banks and private banks, with the exception of those which include a department for savings, are almost exclusively banks of discount, although modern banks for the greater part combine several of these functions. The National banks of the United States issue a circulating currency, the value and redemption of which are secured by federal bonds deposited in the Treasury of the United States. Banks of deposit are usually first in the field, from the very nature of their policies, since they owe their origin to a bank of deposit instituted in Barcelona in 1401, "for the accommodation of private merchants." A bank of this type greatly facilitates, and thus gives an impetus to the business and industrial progress of a nascent community.

Troy Before the Advent of Banks—The merchants and other inhabitants of the village of Troy (previously called Vanderheyden) employed foreign specie in the early days to facilitate business transactions, in lieu of a national circulating medium. Pounds, shillings and pence were used, and often, for amounts less than one dollar, paper money (shinplasters) was substituted in the various denominate values of shillings and pence. Probably the first firm in Troy to issue "shinplasters" was that of Jonathan and Alson Hunt, whose threepence note was as follows:

(3d.) THREE PENCE (3d.)
WE Promise to pay the Bearer
THREE PENCE, on demand
at our store.
Troy, Jan.
1, 1791. J. & A. Hunt.
(3d.) Printed by R. Barber. (3d.)

In addition to foreign money, merchandise was often used in place of specie, local merchandise and farm products being preponderant. That foreign goods were also used is proved by the fact that for some of the carpentry work on the original Presbyterian meeting house payment was made in "European and West Indian goods at the retail cash prices in Troy."

Use of Spanish Coin—Spanish coin came into general favor in the colonies as a circulating medium, and the merchants of Albany, Troy and Lansingburgh received the specie from New York in small wooden kegs, which upon being opened were deposited in the various stores on the lowest shelf behind the counter. The number of kegs, with their shining contents exposed to veiw, attracted the attention and patronage of the shrewd Dutch farmers, advertised the wares of the merchants, and constituted a quaint kind of Bradstreets for the edification of the citizenry and the envy of the lesser merchants. It had long been the custom of the grain merchants of Albany and Lansingburgh to make a great show and parade of their money, and this novel method of proving their solvency had naturally brought them the trade and custom of practically all of the surrounding territory.

Strategy of Troy Merchant—Not to be outdone by the merchants of the rival communities, Benjamin Covell, a prominent Trojan of the early days, worked out a successful plan whereby he directed a great volume of trade to Troy. This device not only worked to his own personal benefit, but also gave to Troy the reputation of being a vastly wealthy village, and in so doing served to intensify the long-standing commercial jealousy of Albany and Lansingburgh. Early one morning, in the open space between his counter and shelves, Benjamin Covell arranged a row of empty but headed barrels, upon the tops of which he so cleverly poured the contents of a number of coin kegs that the barrels had the appearance of being filled and heaped up with Spanish dollars. One unheaded barrel completed the imposing row, and into this he poured another keg of money. He then opened his store for business and proceeded to wait on the first customer of the day—a Dutch farmer with a load of wheat. While the farmer was being paid from the partly filled barrel his amazement increased by leaps and bounds as his wandering eye ran over the glittering display. Mr. Covell, with an assumed air of indifference, then remarked that Troy received its money in large barrels, while Lansingburgh and Albany only received theirs in small kegs. On his trip homeward the excited farmer—who had been paid a high price for his wheat—spread the amazing news, and in a

short time the merchants of Troy had more business than they could comfortably handle. At another time Mr. Covell rode down to Albany one morning, and in the main street of that city, among the grain wagons of the farmers, he publicly announced that Troy merchants were paying a higher price for wheat than were the Albany merchants. While returning home he happened to turn in his saddle and glance back down the road. In his own words: "It seemed to me as if I were in command of a great procession, for the economic farmers, immediately on the publication of my prices, turned their teams and followed me to Troy, where on that day I made a great purchase of wheat and produce."

Scarcity of Spanish Coin—In time, as the demand grew in direct proportion to the growth of commerce, much trouble was occasioned by increasing scarcity of Spanish coin. The Troy merchants made every endeavor to obtain sufficient quantities in New York City, but to no avail. They were finally obliged to use English crowns, which possessed a different value from the money formerly current. In the purchase of wheat a crown was reckoned at the value of one dollar and ten cents, or nine of them, with an additional Spanish sixpence, were equal to ten dollars. It has been said that "this dissimilar computation did not appear satisfactory to the Dutch farmers, who could not understand any just reason for such an equalization of standard values. Explanations were offered, but still the Dutchmen were suspicious, and for a time withheld their products from the Troy market." The eventual establishment of a national circulating medium, however, brought order out of financial chaos.

First Banking in Albany—For many years the merchants of Troy, Lansingburgh and Waterford made their money deposits and secured discounts on their mercantile paper in Albany banks. As the village of Troy grew rapidly and as mercantile houses expanded and other ventures sprang up the inconveniences attending banking at comparatively so great a distance from the seat of business began to increase. Frequent trips back and forth to Albany were necessary, and these were both expensive and tiresome. The journeys were usually made on horseback or by coach, and at least half a day was always consumed by a single journeying back and forth. Several progressive merchants found these trips altogether too burdensome, and they began to hold consultations which led to forming the first local banking institution.

Changes in Bank Policies—Up until 1864 all local banks were State banks, organized by act of Legislature, and later established under the general banking law of New York State. During the administration of President Lincoln the National bank system was adopted by the Federal Government, in 1864-65. Immediately thereafter the great majority of banking institutions became National banks. Later, some financial houses reverted to their original State charters, since these were much more liberal in scope, especially in regards to loans. But the superiority of

the National charter over the State charter was clearly demonstrated when several banks were forced to close their doors through insolvency brought about by a too liberal interpretation of the already sufficiently liberal clause in the State charter in regard to loans. The development of State bank inspection in later years, to a great extent, corrected this condition. Another distinctly forward step in American finance was the adoption by Congress of the Federal Reserve system during the early World War period. The Federal Reserve system, which proved a great stabilizer of the currency, now lists all the banks of Troy as members, the National banks being required to be so associated, while the State banks are privileged to join.

Farmers' Bank First in Troy—The beginning of the nineteenth century marked an important era in the history of Troy, for in 1800 the local merchants decided to petition the State Legislature, asking for the passage of an act enabling them to organize a bank with a capital of not more than $300,000. In compliance with this request the Farmers' Bank was incorporated by act of the Legislature, passed March 31, 1801, the charter extending to the first Tuesday in March, 1811. The capital stock was limited to $250,000 in shares of $50 each, over and above any moneys which might be subscribed by the State, and the charter provided for thirteen directors; two from Waterford, five from Lansingburgh and six from Troy. The first directors—named in the charter—were Samuel Stewart, Guert Van Schoonhoven, John D. Dickinson, James Hickock, Charles Seldon, William Bradley, Elijah Janes, Benjamin Tibbits, Ephraim Morgan, John Woodworth, Townsend McCoun, Daniel Merritt and Christopher Hutton. The charter also provided that "the said bank shall be established and kept, and the buildings necessary for the accommodation thereof erected, and the business thereof at all times hereafter transacted at such place in the town of Troy as Hosea Moffat, Jonathan Brown, John E. Van Alen and James McKown, or any three of them shall designate and point out, which location when made shall be unalterable; and said place shall be near the road leading from Troy to Lansingburgh and not further north than the mill creek, nor further south than the house of Joshua Raymond. An the said buildings necessary for the accommodation of said bank shall be erected and so far completed as to admit the transaction of the business of said bank by the first day of December next after the passing of this act."

The board of directors met April 9, and elected John D. Dickinson president and Hugh Peebles cashier. Another meeting was held June 29, at Jacob's tavern in Lansingburgh, at which meeting it was resolved that "in case the lot for the temporary place of the establishment of the bank shall fall to the village of Troy, that we will point out to the commissioners the house of Joshua Raymond in the village of Troy as the house contemplated in the act, and in case it should fall to the village of Lansingburgh, we will immediately cause a temporary building to be erected on the middle ground at or near the place contemplated by the commissioners for transacting the business until the Legislature shall

have decided on the petition of the directors." The temporary location of the bank was decided by drawing lots, and the choice fell to Lansingburgh. Jacob D. Vanderheyden presented the bank officials with two lots for a building site in what was then known as Middleburgh, a collection of houses at the foot of Mount Olympus. Two additional lots were purchased, and upon this land, at what is now the northwest corner of River and Middleburgh streets, was erected a two-story brick structure, thirty by forty feet, the bank being opened for business December 1, as required April 8, 1808, the Legislature extended the charter of the bank to the first Tuesday in March, 1821, and authorized the directors to remove the bank further south to the business section of Troy. The bank removed to its new building on the second lot south of the southwest corner of State and First streets, November 15, 1808. After this building was burned in the great fire of 1820 business was carried on in a building on the northeast corner of State and First streets. In 1830 a new banking house was erected on the lot immediately north, which the bank occupied until February 27, 1865, when it officially ceased to exist, merging March 7 of that year with the Bank of Troy under the new name of the United National Bank of Troy.

Bank of Troy—Ten years after the incorporation of the first bank in Troy, the Farmers' Bank, which had become inadequate to meet the needs of the growing community, the Bank of Troy was incorporated by act of Legislature, March 22, 1811, with a capital stock of $500,000, divided into 20,000 shares of $25 each, exclusive of the amount taken by the State, which was not to exceed 2,000 shares, or $50,000. The charter provided that the new institution was to be under the management of seventeen directors; of whom three were to be chosen by the governor and the council of appointment, one to reside at Lansingburgh, another at Troy and a third at Waterford. Of the other fourteen directors elected by the stockholders, four were to reside at Lansingburgh, six at Troy and four at Waterford. The first directors were: Colonel Albert Pawling, Benjamin Smith, Joseph D. Selden, Ebenezer Jones, Esaias Warren, Richard P. Hart, Jacob Merritt, Thomas Trenor, Alanson Douglass, Jonathan Burr, John Stewart, Roger Skinner, John Cramer, John T. Close, Moses Scott, Richard Davis, Jr., and John House. Esaias Warren was the first president and Alanson Douglass the first cashier. The directors were allowed to establish subsidiary banks at Lansingburgh and Waterford, but at these no paper was to be discounted. By amendments to the original act, in 1813, 1814 and 1829, the branch banks at Waterford and Lansingburgh were allowed to discount paper, and the directors from those towns were permitted to reside anywhere in the State. The bank building was on the northwest corner of State and First streets, and the business so far exceeded the expectations of its organizers that for many years dividends as high as eight and a half per centum were paid. The corporate existence of the bank ceased February 27, 1865, and during the following month was merged with the Farmers' Bank to form the United National Bank.

Bank of Lansingburgh—The Bank of Lansingburgh was incorporated March 19, 1813, and began business as provided in the charter in the business section of the village, in a building at No. 531 State Street (then King Street), which building was later converted into a residence. In 1814 the capital was increased to $66,000, and to $72,000 in 1816. In 1832 the Legislature renewed the charter to July 1, 1855, and increased the capital to $120,000. At the expiration of this time the institution was reorganized under the General Banking Law of 1838, and April 1, 1856, the capital was increased to $150,000. On June 20, 1866, the corporate name was changed to the National Bank of Lansingburgh, but on March 9, 1869, it was converted back to a State Bank with its original name of Bank of Lansingburgh, and with a capital of $150,000. For many years the bank occupied a building on the northwest corner of State and Richard streets. (Second Avenue and One Hundred and Seventeenth Street). After a banking life of sixty-four years the bank was compelled to discontinue business March 19, 1877, due to a great depreciation in the value of its assets. During its long career the institution was served by seven presidents, five vice-presidents, three cashiers, ten tellers and nine bookkeepers, the last president being Horace W. Day.

Panic of 1814—The panic of 1814 was severely felt in Troy as elsewhere throughout the country. Money was scarce everywhere, and the exigencies of the time forced the directors of the various banking houses throughout the Northern States temporarily to suspend the payment of specie. Troy and Lansingburgh followed suit, and inserted in the local newspapers the following explanatory card:

The Directors of the Banking Institutions of the villages of Troy and Lansingburgh having taken into consideration the Resolution of their Fellow Citizens of the village of Troy of the 3d September instant, the publication of the Banking Institutions of the city of Philadelphia, stating the causes of their suspending their payments in specie, together with the resolutions of the Citizens and Banking Institutions in the cities of New York and Albany, have with much regret, and after mature consideration, come to a resolution to suspend for the present their payments in specie; they confidently hope and expect that the necessity for this measure will soon be removed, and pledge themselves to the public that measures shall be taken to restrain their loans within safe limits. September 5th, 1814.

JOHN E. DICKINSON,
President of the Farmers' Bank.
ESAIAS WARREN,
President of the Bank of Troy.
ELIJAH JANES,
President of the Bank of Lansingburgh.

In view of this necessary action by the banks, the village trustees decided to issue notes of small denominational values to take the place of the withheld specie. A notice to the public referring to this action appeared in the "Troy Post" under date of September 13, 1814:

The Trustees of the village of Troy having requested Parker & Bliss to issue small printed notes to remedy the inconvenience resulting from the great scarcity of change, we, the undersigned, do agree to receive said small bills when issued, and to pay current bank bills for them, whenever presented at our stores in sums amounting to one dollar or more. R. P. Hart & Co., E. Warren & Co., I. M. Wells, Hart &

Nazro, Russell, Tracy & Co., A. & W. Kellogg, G. Corning & Co., T. McCoun & Co., Dauchy & Smith, Isaac Merritt, Redfield & Bradley, Ephraim Morgan, Joel Ketchum & Co., Philip Heartt, Samuel S. Lockwood, Isaac Brinckerhoff, Mead & Co., Samuel Gale, Edw. & Jas. Tylee, Asa Gardner & Co., James Proudfit, H. & G. Vail, John P. Fellows, Francis Yvonnet, T. Skelding & Co., Vail & Co., James Mann & Co., Platt Titus, Jno. D. Dickinson L. T. Tillman, and Amasa Paine.

This issue of $1,000 worth of small notes from twelve and a half cents in value down relieved to a great extent the stringency in the "change" market among local merchants. The prompt action of the three local banks in suspending the payment of specie averted what bid fair to be at one time a serious financial catastrophe.

Troy Savings Bank—The Troy Savings Bank is the oldest existing banking institution in the city of Troy and the county of Rensselaer in continuous existence under the same name. An act of the Legislature incorporating the bank was passed April 23, 1823, and at a meeting of the board of managers held at Platt Titus' Inn (later the Troy House), August 1, 1823, Townsend McCoun was elected president. The by-laws provided that the bank should be open every Saturday evening from six to eight o'clock; that deposits of one dollar and of larger amounts be received; that no fractional part of a dollar be accepted; and that no interest be paid on sums less than five dollars. Business was started in the Farmers' Bank at First and State streets, Saturday evening, August 30, 1823, when the first depositor, a colored woman by the name of Martha Jefferson, deposited twenty dollars. The total deposits of that first evening were $359. In 1824 the bank removed to the Bank of Troy, corner of First and State streets, and in 1832 to the treasurer's office at 53 First Street. The treasurer, Jacob L. Lane, again removed his office in 1836, this time to 8 First Street. In 1845-46 the bank erected the Athenæum Building (now the property of the Troy Young Men's Christian Association), on the east side of First Street, between River and State streets, and occupied various offices in this building until March 25, 1875, when it removed to its new home at the northeast corner of Second and State streets. The Troy Savings Bank building (Music Hall) was completed in 1875 at a cost of about $435,000, the money representing a part of the accumulated earnings of the institution. The building, architecturally one of the most beautiful in Troy, is of granite, and accommodates the banking offices on the first floor and the well known music hall above. Deposits January 1, 1886, totaled $4,965,063.06. October 10, 1924, the total assets were $16,921,335.

Merchants and Mechanics' Bank—A charter was granted by the State Legislature, April 29, 1829, for the establishment of the Merchants and Mechanics' Bank in Troy, and the first board of directors was made up of George Vail, Jedediah Tracy, Rufus Richards, Nathan Warren, Elias Pattison, John P. Cushman, Jonas C. Heartt, Gurdon Grant, Jeremiah Chichester, Samuel Pitcher, Isaac McConihe, William Smith and Stephen W. Dana. George Vail was elected president and Alanson Douglass cashier, at the first meeting of the directors in July, 1829. For a short

time the bank was located in the old Mansion House, at Second Street and Broadway, but in 1830 it occupied its new brick building at No. 16 First Street. The institution became the Merchants and Mechanics' National Bank of Troy February 22, 1865. After a career of almost fifty years the bank was enjoined from doing further business, October 31, 1878, when from its accounts it became known that the Schaghticoke Woolen Mills, of Hart's Falls (Schaghticoke) were indebted to the bank to the amount of $430,867.98, and that the bank's liabilities exceeded its assets of $464,665. The capital stock was $300,000.

Troy City Bank—The Troy City Bank was incorporated April 19, 1833, with a capital stock of $300,000. At a meeting of the stockholders, July 10, 1833, at Washington Hall, 331 River Street, the following directors were elected: Richard P. Hart, Robert D. Silliman, Alsop Weed, Henry Vail, John T. McCoun, George B. Warren, Job Pierson, Abraham Van Tuyl, Gilbert Reilay, William P. Haskin, Thaddeus B. Bigelow, Anson Arnold and Elnathan F. Grant. The bank began business July 11 of the same year in a room above Buskirk & Proudfit's store, in the building at 3 Franklin Square, which it occupied until September 13, at which time it moved into its new brick building on the southeast corner of Fourth and Grand streets. This structure was burned in the fire of May 10, 1862. On May 12, the second day after the fire, the bank continued its business in a building at 220 River Street. A new iron building was at once started, which, upon completion, was occupied by the bank June 13, 1863. The institution became the Troy City National Bank January 1, 1865, with a capital of $500,000, which sum was reduced to $300,000 May 10, 1877, by the payment of $200,000 to the stockholders. April 28, 1902, the institution became the Security Trust Company. After eighty-eight years of service, on July 16, 1921, the company was merged with the Manufacturers' National Bank. Richard P. Hart was the first president, while George R. Davis and Harrison Durkee were the first cashier and teller respectively.

Howard Trust and Banking Company—This company was established February 1, 1839, with a capital of $100,000, and with William Howard, Harrison Durkee and Isaac B. Hart as its first directors. William Howard was elected president, and George Q. Pomeroy cashier of the institution. The bank's first place of business was in rooms in a building at 10 First Street, from which location it moved to banking rooms at 205 River Street. After a short career of four years the company discontinued business in 1843, having paid all its liabilities in full.

Commercial Bank of Troy—This bank was organized under the general banking law of the State in August, 1839, with a capital of $200,000, and with the following directors: Benjamin Marshall, Elias Plum, John D. Willard, Latham Cornell, Joseph Russell, Elias Dorlon, S. W. Britton, T. Mann, J. C. Bacon, E. Carpenter, John W. Bates, Charles H. Kellogg and E. F. Grant. During the twenty-three years of the bank's existence it had but two presidents, Robert D. Silliman and Elias Plum, and two

cashiers, Frederick Leake and Charles R. Richards. Business was begun at 5½ Second Street, north of the old Mansion House, and after three years at this site the bank was removed to 1 Franklin Square. Four years later it was again moved, this time to offices in the Athenæum Building at 10 First Street, at which location it continued in business until 1862, when it closed its accounts, paying nearly 180 per cent on its stock.

Financial Depression of 1837—Troy was seriously affected, as were all American cities, by the great business depression of 1837, and to such an extent that all the local banks were again finally compelled to suspend the payment of specie. City Commissioner James A. Zander, in order that business be not completely paralyzed in Troy, assumed the responsibility of issuing temporary local currency, a plan much followed in other cities of the country. Bills of four denominations—one, two, three and four shillings, of twelve and a half cents each—were issued. The twelve and a half cent notes were embellished on one side by a vignette of a woman floating in the sea, above which were the figures "12½," and below the word "cents." On the other side, in the upper corner, was a picture of a Spanish shilling, surrounded by the words "twelve and a half cents," and beneath it a Cupid bearing flowers. The central picture on the bill was that of a four-funneled Troy steamboat, and underneath it the following agreement:

> On demand I promise to pay twelve and a half cents to the bearer, in New York Safety Fund bills, on the presentation of Five Dollars at my office.
>
> Troy, July 4th, 1837.
>
> J. A. ZANDER.

This near panic is said to have been due to over speculation in Western lands. Mr. Zander's notes were readily accepted by the people of Troy and widely circulated for several years. The well-known integrity of James A. Zander, upon whom all the responsibility of their payment rested, was the only guarantee of their value. Several years later, when a general resumption of specie payments had made the issue of "shinplasters" no longer necessary, Mr. Zander's notes were redeemed by the city. It has been said that City Commissioner Zander's far-sightedness and energy in promptly issuing these small bills "practically saved the business of Troy."

Union Bank of Troy—The Union Bank of Troy first opened its doors for business in April, 1851, at 349 River Street, having been organized under the general banking laws of the State January 1 of that year, with a capital of $300,000. The original directors were: Joel Mallary, John Kerr, William F. Sage, Thomas N. Lockwood, P. T. Heartt, Hiram B. Ingalls, L. A. Battershall, Jonathan W. Freeman, Lyman Bennett, Richardson H. Thurman and David B. Cox. At the first meeting of the board of directors Joel Mallary was elected president and Pliny M. Corbin cashier. The bank remained in its initial location but a short time, and then removed to a building at 12 First Street. March 21, 1865, it

became a National bank, with a capital of $300,000, and has remained a National bank since. A new building was occupied in 1888 at 56 Fourth Street, and in 1903 this was enlarged and improved and safe deposit vaults added.

Manufacturers' National Bank of Troy—The first directors of the Manufacturers' Bank of Troy were Arba Read, Harvey Smith, Dennis M. Fitch, John Mairs, Robert Christie, Jr., Charles W. Thompson, Titus Eddy, John C. Mather, John S. Christie and William Stevenson. The bank had been organized in May, 1852, under the general banking law, with a capital of $250,000. Arba Read was chosen first president and John S. Christie became the first cashier. The bank began business in May, 1852, at 7 State Street; it was removed to 13 First Street in 1853; and May 1, 1856, it occupied the building at the corner of River and King streets, becoming a National bank January 3, 1865, with a capital of $150,000. In 1922-23 a modern building, one of the most beautiful and up-to-date banking houses in Northern New York, was erected at the southeast corner of Fourth and Grand streets, taking in the building of the Security Trust Company (formerly the Troy City Bank) and additional property on Fourth Street. Before the new bank building was erected the Security Trust Company had been absorbed July 16, 1921, into the institution as a trust department, and the Security Safe Deposit Company, organized September 24, 1904, also became an integral part of the bank, thus giving the enlarged institution every department of modern banking service. The Safe Deposit Building, on Grand Street, was incorporated within the new bank edifice, and though the trust company building was removed the new bank followed the same classic lines of dignified Doric architecture. It is a steel-framed, fireproof structure of Indiana limestone with elaborate marble and plastic finish in the interior, and every modern facility and equipment. The building provides recreation rooms, lecture hall, shooting gallery and many other up-to-date features. A steel conning tower, and armor-plated enclosure with slits through which guns may be fired in case of need, is a novel, modern feature of the main banking room. The old bank building at King and River streets, which had been a financial landmark for nearly sixty years, and before that a railroad station back in 1845, was leased when the bank moved to its new home May 30, 1923. November 17, 1923, the Manufacturers' National Bank absorbed the People's Bank of Lansingburgh, which continued the designation as the People's office of the bank.

State Bank of Troy was the eleventh banking institution to be established in the city, and was organized September 2, 1852, under the general banking law of the State with a capital of $250,000. The first directors were Ralph J. Starks, John Hitchins, Philip S. Dorlon, David Carr, George Dana Wotkyns, D. Volentine, Willard Gay, Alfred B. Nash, James Wager, J. G. Bacon, George W. Hicks, J. F. Simmons, Lyman R. Avery and Henry Ingram. Ralph J. Starks was the first president, and Willard Gay the first cashier. Business was begun in its own building on the southeast corner of First and State streets September 2, 1852.

The institution became the National State Bank of Troy April 15, 1865, with a capital of $250,000. A modern bank and office building, five stories in height, of brick and standstone, was erected in 1904, on the site of the old Fulton Market, at River and Fulton streets. The banking offices occupy the first floor with vaults extending into the basement.

Mutual Bank of Troy—With a capital of $200,000, the Mutual Bank of Troy was established under the general banking law of the State November 24, 1852; its organizers and first directors being Jonas C. Heartt, James Morrison, Jr., Job S. Olin, John P. Albertson, Nathaniel Potter, Jr., John G. Buswell, Elias Ross, Henry C. Lockwood and Joseph U. Orvis. The first president was John P. Albertson, and the first cashier George A. Stone. The bank began business January 18, 1853, in the building on the northeast corner of First and State streets. It became a National bank March 23, 1865, with a capital of $250,000. In 1881-82 the banking rooms were entirely renovated and redecorated, the bank occupying vacant rooms in the Merchants and Mechanics' Bank Building while the alterations were in progress. This bank, March 5, 1905, was merged with the Central National Bank, to form the National City Bank of Troy.

Central Bank of Troy was the fourth banking institution to be established in Troy during the year 1852, thus setting a record for the largest number of local banks to be established in any one year. The bank was organized December 29, 1852, with a capital of $200,000, and with these directors: J. Lansing Van Schoonhoven, Ralph Hawley, James T. Main, Martin I. Townsend, George H. Phillips, Lucius M. Cooley, Lawrence Van Valkenburgh, Volney Richmond, Giles B. Kellogg, James Buel, Jason J. Gillespie, John Ranken, Orin Kellogg, William T. Dodge and Orson Brewster. The board of directors elected J. Lansing Van Schoonhoven president, and James Buel cashier. The bank opened its doors for business December 29, 1852, at 271 River Street, and May 1 of the following year removed to 5 Second Street. It became a National bank April 4, 1865, with a capital of $300,000, and in the following May the business was removed to 13 First Street. Later, the capital reverted to $200,000, which was the original capital. March 5, 1905, the bank was merged with the Mutual National Bank of Troy, to form the National City Bank of Troy.

Market Bank of Troy was established in January, 1853, with a capital of $200,000, the first directors being Jeremiah S. Hakes, Joseph Daggett, Elias Johnson, Hiram House, Henry R. Hubbell, Harvey Church, Augustus Lester, Noyes H. W. Reynolds, Hiram Miller, David S. McNamara, M. J. Bockes and William J. Baucus. Jeremiah S. Hakes served as first president, and Albert C. Gunnison as first cashier. Business was begun in January of the same year in the Market Bank Building at 280 River Street. In January, 1865, the bank was rechartered as the National Exchange Bank, and continued under that name until 1877, when it passed out of existence, paying all its liabilities.

Rensselaer County Bank of Lansingburgh was established under the general banking laws of the State January 1, 1853, with a capital of $200,000, consisting of 4,000 shares at $50 each. John S. Fake was the first president elected by the directors, the latter being James Reid, John S. Fake, Alson D. Hull, Henry A. Mercer, James I. Adams, Edward Tracy, Jacob Fake, Anson Groesbeck, George McAuley, John G. McMurray, David H. Flack, Alpheus Warren, William McKie, James H. Jones, Jonathan Hoag, Nathan Gifford, Christopher Snyder, Peter Stover, Isaac McConihe, Jr., Thomas D. Beadle, Daniel Fish, John R. Haner, Bedford Filkin, Jacob Y. Kipp and J. Harris. In June, 1866, it was converted into a National bank, but in 1871 it resumed its former title. The business did not prove as profitable as had been expected, and notice of discontinuance was filed July 13, 1872, and the bank ceased to exist.

Troy Savings Company—The Troy Savings Company was established June 29, 1854, under the act for the incorporation of building, mutual loan, and accumulating fund associations, which act had been passed April 10, 1851. The office of the company was located at 18 First Street, and the first officers were Uri Gilbert, president; Joseph U. Orvis, vice-president; and John P. Albertson, secretary and treasurer. The largest amount of deposits ever held by the company at any one time was $150,000. The accounts of the company were finally closed in 1880.

Run on Bank Caused by Death in Street—The suspension of the National Bank of Troy, which for thirty-three years had been one of the leading financial institutions, came about through a peculiar incident. As the First National Bank it was organized October 17, 1863, with a capital of $200,000, opening for business at 218 River Street on January 1 following, but removed May 1, to 15 First Street. Thomas Coleman was president during the greater part of its existence, and the first directors were: Thomas Coleman, Richardson H. Thurman, its first cashier; Lyman Bennett, Otis G. Clark, William L. Van Alstyne, Edward R. Swasey, Hugh Ranken, Charles Eddy, Charles E. Dusenberry and David B. Cox. It was succeeded February 24, 1883, by the National Bank of Troy, and subsequently located at the southwest corner of Fulton and Fourth streets. Early in the afternoon of September 9, 1896, Thomas Ganley, secretary of the Municipal Board of Civil Service Examiners, and a former King Street tea merchant, dropped dead on Fulton Street, west of Fourth Street, near the bank corner. While a large crowd gathered in the vicinity a rumor spread that there was a run on the bank, and the depositors became frightened and withdrew their savings. William P. Allendorph, who had succeeded George H. Morrison as cashier the January previous, when the latter became county treasurer, was summoned from his vacation and a strenuous effort was made to stem the tide. Ten days later, Saturday, September 19, however, the bank failed to open its doors. President D. Klock, Jr., issued a statement in which he said: "In my opinion the bank is now in better condition than at any time since 1893. The closing was for no other

reason except on account of the withdrawal of deposits occasioned by the rumors that the bank had failed, which were circulated at the time a crowd was attracted near the bank by Thomas Ganley dropping dead. Since that time the depositors have been taking out their money, and yesterday about forty thousand dollars was withdrawn." The depositors were finally paid in full, and the stockholders lost but a small percentage due to forced liquidation.

United National Bank of Troy was formed March 7, 1865, by the merger of the Farmers' Bank and the Bank of Troy, with a capital of $300,000, and thus is the oldest bank of the city, dating back to 1801. The name, United, was taken because the new institution was organized by the directors and stockholders of both banks. The first directors of the combined institutions were: E. Thompson Gale, Joseph M. Warren, John L. Thompson, George H. Cramer, Uri Gilbert, Alfonzo Bills, Azro B. Morgan, Norman B. Squires, William A. Shepard, Alonzo McConihe, John Hobart Warren, Hanford N. Lockwood and Thomas M. Tibbits. The first president and first cashier were E. Thompson Gale and Tracy Taylor, respectively. The bank began business April 13, 1865, in rooms previously occupied by the Bank of Troy, in the building on the northwest corner of State and First streets, now owned by the United National Bank. The capital was reduced to $240,000 March 19 1877, and in 1884 the interior of the bank building was completely renovated and redecorated, fire and burglar safe deposit and storage vaults being constructed in the west end of the banking room.

Bank of D. Powers & Sons—A private banking institution under the name of Bank of D. Powers & Sons was established in Lansingburgh March 20, 1877, the sole partners being Deborah Powers and her sons, Albert E. and Nathaniel B. Powers. This private bank was practically the outgrowth of the discontinued Bank of Lansingburgh, which had been continued in receivership by Albert E. Powers from July 13, 1872—the date that the bank was forced to close its doors—until March 19, 1877, at which time Mr. Powers closed the accounts and established a private bank on the following day, March 20. The private bank continued until June 11, 1910, when it failed.

National City Bank of Troy—The Mutual National Bank of Troy and the Central National Bank of Troy were merged March 5, 1905, under the name of the National City Bank of Troy, the new institution continuing in the Mutual National Bank Building on the northwest corner of State and First streets. For the sum of $86,000 the bank in 1924 purchased from the city the site of the fire department headquarters, the Read Steamer house and Second Precinct Police Station, at the northwest corner of State and Third streets. When the new Central Police, Fire and Water Headquarters building is completed at State Street and Sixth Avenue, possession of the aforementioned site will be given, and at this location the National City Bank will erect a three-story building of granite, Indiana limestone and brick, with an interior

finished in imported marble and tile. The proposed building will be fifty feet facing on Third Street and one hundred and thirty feet on State Street, extending westerly to Franklin Street.

People's Bank of Lansingburgh—After the failure of the Bank of Lansingburgh in 1872, no State or National incorporated banking institution had existed in Lansingburgh until 1888. October 19 of that year several Lansingburgh business men decided to organize a bank with a capital stock of $68,500, to be paid in February 12, 1889, and to be limited to $250,000. Later it was decided to reduce the stock to $50,000. The first officers were J. K. P. Pine, president; Robert C. Haskell, vice-president; and Edward Van Schoonhoven, cashier. The bank was named the People's Bank of Lansingburgh, and the lot at 604 Second Avenue was acquired for $2,000. Ground was broken November 2, 1889, and the bank opened its doors for business in February, 1890. The bank continued until November 17, 1923, when it was absorbed by the Manufacturers' National Bank of Troy, and has been maintained since as a branch office, being known at the present time as the People's Office of the Manufacturers' National Bank of Troy.

Troy Trust Company—The Troy Trust Company was established December 23, 1901, and first occupied quarters in the Ilium Building on Fulton Street. Subsequently the bank was removed to the old Warren residence at the southwest corner of Broadway and Third Street, the first floor of which had been remodeled to suit the needs of a banking house. In 1924 the interior was again remodeled and the bank took possession of the entire building. The first president was James H. Caldwell, and John G. Hawley was the first secretary and treasurer.

Other Financial Depressions—The financial embarrassments and monetary crisis of the year 1857 caused all the banking institutions of the country to suspend the payments of specie. The banks of Troy and Lansingburgh took the following action:

> At a meeting of the representatives of the Banks of Troy and vicinity, held Wednesday morning, October 14, 1857, the following preamble and resolutions were unanimously adopted: Whereas, we are advised that the Banks of New York and Albany have suspended the payment of specie across their counters; it is therefore resolved, That the Banks of the city of Troy and vicinity adopt the same measure.
>
> A. Wotkyns, Chairman.
> Charles P. Heartt, Secretary.

Up to this time the banks organized during the first half of the nineteenth century under the general banking law of the State, were commonly known as "Red Dog Banks," that name having been given to them from the color upon the backs of the bills issued by them.

After the great fire of May 10, 1862, business and commerce were temporarily paralyzed, and in order to avert the impending local financial panic, the Common Council authorized the issue of notes of small denominational value to the amount of $25,000, bearing date of October 1. The notes, a picture of the court house embellishing them, were payable at the city chamberlain's office "when presented in sums of five dollars."

Subsequent issues of similar notes, owing to the business paralysis incident upon the Civil War, were authorized by the Common Council, amounting to $104,071.20 on April 1, 1864.

The financial upheaval which follows almost without exception in the wake of any great war, occurred after the Civil War. In 1871 occurred one of the worst panics this country has ever known. The financial world was turned completely topsy-turvy, the panic reaching its peak on what became known as "Black Friday." Hundreds of business houses and banking institutions throughout the country became insolvent while currency values were endeavoring to reëstablish themselves. Troy and vicinity fared much better than most Northern cities, only one bank, the Rensselaer County Bank of Lansingburgh, being forced to close its doors. This steady, unfluctuating solvency of Rensselaer County banks was again apparent during and following the great World War, the alternating periods of inflation and depression having little or no perceptible effect upon the local banking houses.

An Early Wall Street—The early financial center of Troy was First Street, from River to State Street. Since 1800 eighteen banks have been established in the city (exclusive of Lansingburgh), and of this number fifteen were either established on First Street or spent a part of their existence there. Twenty-two banks (inclusive of Lansingburgh) have been established in the city during the nearly a century and a quarter of local banking history, and of this number fifteen are extinct, six due to mergers with other banks, five due to failure resulting from depreciation of assets, from misplaced credit or defaulting, and four due to an insufficiency of business or other causes, although paying their liabilities in full. At the present time (1924) there are seven active banks in the city.

CHRONOLOGY OF TROY BANKS.

(Compiled by John D. Adams.)

Farmers' Bank, established March 31, 1801, and Bank of Troy, established March 22, 1811, merged March 7, 1865, to form the United National Bank of Troy.

Bank of Lansingburgh, incorporated March 19, 1813; became National Bank of Lansingburgh, June 20, 1838; reverted to Bank of Lansingburgh March 9, 1869; continued in receivership by Albert E. Powers from July 13, 1872; discontinued March 19, 1877.

Troy Savings Bank, established April 23, 1823.

Merchants and Mechanics' Bank, established April 29, 1829; closed October 31, 1878.

Troy City Bank, established April 19, 1833; Troy City National Bank, January 1, 1865; Security Trust Company, April 28, 1902; merged with Manufacturers' National Bank July 16, 1921.

Howard Trust and Banking Company, established February 1, 1839; discontinued in 1843.

Commercial Bank of Troy, established August, 1839; discontinued in 1862.

Union Bank of Troy, established January 1, 1851; Union National Bank of Troy, incorporated March 21, 1865.

Manufacturers' Bank of Troy, established May, 1852; Manufacturers' National Bank of Troy, January 3, 1865.

State Bank of Troy, established September 2, 1852; National State Bank of Troy, April 15, 1865.

Mutual Bank of Troy, established November 24, 1852; Mutual National Bank of Troy, March 23, 1865, and Central Bank of Troy, established January 29, 1852; Central National Bank of Troy, April 4, 1865; merged March 5, 1905, to form National City Bank of Troy.

Market Bank of Troy, established January, 1853; National Exchange Bank of Troy, January, 1865; discontinued in 1877.

Rensselaer County Bank of Lansingburgh, established January 1, 1853; Rensselaer County National Bank, June, 1866; Rensselaer County Bank, 1871; closed July 13, 1872.

Troy Savings Company, established June 29, 1854; discontinued in 1880.

First National Bank of Troy, established October 17, 1863; National Bank of Troy, February 24, 1883; closed.

Bank of D. Powers & Sons, established March 20, 1877; discontinued June 11, 1910.

People's Bank of Lansingburgh, organized October 19, 1888; incorporated February 12, 1889; absorbed by Manufacturers' National Bank of Troy, November 17, 1923, and continued as branch under its own name.

Troy Trust Company, established December 23, 1901.

The Wealth of Troy—In October, 1924, the combined resources of the city's financial institutions were nearly ninety millions of dollars—the highest total yet reached in the financial annals of the community and a very apparent and significant indication of the continued prosperity of Troy. The financial stability of the city has even been of the highest, and it is noteworthy that the savings of the citizenry which have made possible this high total were achieved in the post war period when for a long time the average living cost was in advance of the average wage. It is only recently that the relative positions of these two factors have become reversed. The following table was compiled by John D. Adams, manager of the trust department, Union National Bank of Troy, and are taken from the report of National banks to the comptroller of the currency, October 10, 1924. The first column (demand deposits), shows the checking accounts held by individuals and business concerns in each bank; the second column (time deposits), shows savings accounts, and the third column (total assets), is the total resources.

STATEMENT—OCTOBER 10, 1924

(Cents Omitted)

National Banks:	Demand Deposits	Time Deposits	Total Assets
United National	$995,008	*	$1,905,425
Union National	1,701,571	$4,231,208	7,484,759

*Does not maintain a savings department.

National Banks:	Demand Deposits	Time Deposits	Total Assets
Manufacturers' National	7,420,402	17,005,289	35,051,295
National State	4,694,709	**	5,782,621
National City	2,454,921	3,533,947	7,527,395
State Banks:			
Troy Trust Company	1,673,916	2,344,695	4,430,586
Savings Banks:			
Troy Savings Bank	***	15,097,616	16,921,335
Total	$18,940,527	$42,212,755	$79,103,416

**Time deposits included with demand deposits.
***Figures as of the close of business September 30, 1924.

In August, 1924, the total resources of the three local building and loan associations were: Pioneer Building Loan and Savings Association of Troy, $9,702,663.50; Troy Coöperative Savings and Loan Association, $923,811.37; and Industrial Building Loan and Savings Association of Troy, $266,366.19. These amounts, added to the combined total assets of the seven local National, State and savings banks—$79,103,416—make a grand total of $89,996,257.06, nearly ninety millions of dollars. This is one-third greater than the assessed valuation of the property in the city.

OFFICERS OF TROY'S SEVEN BANKS (1924).

The officers and directors of the seven banks of Troy are herewith presented in Chronological order:

United National Bank of Troy—President, H. S. Darby; vice-president, Donald B. Thompson; cashier, Willard E. Vanderzee. Directors: C. E. Dudley Tibbits, E. Courtland Gale, William Leland Thompson, John A. Manning, Donald B. Thompson, James A. Burden, Henry C. Shields, Walter P. Warren, Jr., Palmer C. Ricketts, H. S. Ludlow, H. S. Darby, George I. Miller and Samuel H. Francis. Capital, $240,000. Surplus and undivided profits, $457,000.

Troy Savings Bank—President, William H. Shields; first vice-president, Thomas Vail; second vice-president, James H. Caldwell; secretary and treasurer, J. Erwin Anthony. Trustees: Edward C. Gale, Thomas Vail, James H. Caldwell, Paul Cook, William H. Shields, Frank E. Norton, Henry S. Ludlow, William Leland Thompson, Albert E. Cluett, Herbert S. Ide, John Paine, Frank B. Twining, Henry Wheeler, Hobart W. Thompson, William B. Frear, C. W. Tillinghast Barker, Delmer Runkle, Charles B. McMurray and Andrew P. McKean.

Union National Bank of Troy—President, Henry Wheeler; vice-president, Paul Cook; vice-president, Charles G. Eddy; cashier, Edward Strecker; assistant cashier and trust officer, Joseph E. Kober. Directors: Alexander D. Banker, Edgar H. Betts, Paul Cook, James C. Cowee, Charles G. Eddy, Hermon C. Cordinier, M. D.; Hiram G. Hammett, Henry Wheeler, William P. Herbert, R. Oakley Kennedy, Donald G. Loomis, Andrew P. McKean, Charles B. McMurray, Rollin C. Reynolds, Edward Strecker, Hobart W. Thompson and Michael A. Tierney. Manager credit department, Lewis E. Birk; manager trust department, John D. Adams. Capital, $300,000. Surplus and undivided profits, $340,000.

Manufacturers' National Bank of Troy—President, Frank E. Howe; vice-presidents, Alba M. Ide, Edward Murphy, James W. Fleming, William C. Feathers, Frank E. Norton; cashier, William F. Seber; assistant cashiers, Frank E. Sheary, Thomas H. Jackson, J. Don Welch, Joseph P. Delaney; trust officer, Frank E. Norton; assistant trust officer, Louise K. Ward. Directors: William Bolton, Edward Murphy, James W. Fleming, Frank E. Howe, Alba M. Ide, John B. Harvie, M. D.; James J. Horan, Harvey D. Cowee, Charles A. Stone, C. W. Tillinghast Barker, William C. Feathers, Joseph J. Murphy, William B. Frear, Herbert S. Ide, Frank E. Norton, Thomas C. Boswell, George A. Cluett, William H. Shields, Alexander J. Cooper, Cornelius F. Burns, C. W. Ferguson, Thomas H. Guy, George Tait, George W. Van Alstyne, Fred N. Stevens, Edwin Q. Lasell, Frank B. Twining and Irving A. Rowe. People's Office of the Manufacturers' National Bank of Troy: Office manager, Arthur B. Cobden. Advisory board: Frank B. Twining, James J. Child, William Bolton, Herbert E. Northrup, Andrew P. McKean, Dr. James H. Lyons, Arthur B. Cobden, Irving A. Rowe, Andrew L. Draper, Thomas C. Plumb and Edward Buchman. Capital, $1,000,000. Surplus and undivided profits, $1,173,471.71.

National State Bank of Troy—President, Julius S. Hawley; vice-president, Tom S. Wotkyns; vice-president and cashier, Henry Colvin. Directors: Tom S. Wotkyns, Julius S. Hawley, James H. Caldwell, Clarence E. Van Zandt, John Paine, Henry Colvin, Delmer Runkle, Maurice H. Hartigan, Isaac Roff, William C. Geer, Frederic W. Sim, George B. Friday and James T. Young. Capital, $250,000. Surplus and undivided profits, $450,000.

National City Bank of Troy—President, Thomas Vail; first vice-president, Howard S. Kennedy; second vice-president, Burton K. Woodward; cashier, William F. Polk; assistant cashier, J. Frank Beebe. Directors: Thomas Vail, William C. Baxter, Joseph C. Behan, Henry F. Boardman, E. Harold Cluett, Frederick E. Draper, Charles A. Evans, Thomas F. Fitzgerald, William J. Fitzpatrick, Charles W. Frear, A. Gillespie, Howard S. Kennedy, William D. Mahony, Joseph McKay, Chester Menceely, George B. Pattison, William F. Polk, Norman B. Sherry, Elmer R. Thomas and Burton K. Woodward. Capital, $300,000. Surplus and undivided profits, $400,000.

Troy Trust Company—President, Harold K. Downing; vice-presidents, Arthur T. Smith, Henry S. Darby, Charles B. McMurray; treasurer, Fred Bunce; secretary, Leland T. Lane. Directors: C. W. Tillinghast Barker, James A. Beattie, James H. Caldwell, Henry S. Darby, Harold K. Downing, Henry S. Ludlow, Charles B. McMurray, Robert Morris, David B. Plum, Alfred E. Roche, Herbert F. Roy, Arthur T. Smith, Orton H. Thomas and William Henry Warren.

Building Loan and Savings Associations—In addition to the seven banks, Troy also has three building loan and savings associations, whose double purpose is the saving of money at interest and the loaning of funds to small depositors for building purposes. In addition to the banks and

aforementioned associations there are also six local stock and bond brokerage houses.

Pioneer Building Loan and Savings Association of Troy—The Pioneer Building Loan and Savings Association of Troy was organized March 12, 1889, and enjoys the distinction of being the second largest savings and loan association in the State of New York. It is a purely cooperative institution, and is made up of several thousand shareholders. The association has two distinct offices to perform: Affording persons of thrifty habits an opportunity to save sums ranging as low as twenty-five cents a week at better than 5½ per cent interest and loaning this money in turn to those wishing to borrow on real estate security at a little more than 5¾ per cent. Income shares are also issued, affording an opportunity to holders of matured shares to leave the amount accumulated with the association for investment at a better rate of interest than ordinarily is obtained by small investors. According to law the association has a large surplus fund, and is under the supervision of the New York State Banking Department, being examined at least once a year by State examiners. The first president was Frederick Beiermeister, who served eight years and was succeeded by the late Charles Duncan, who served sixteen years until his death in 1913. The first treasurer was Lewis E. Gurley, and the first secretary Thomas H. Campion. Business was begun in offices in the Keenan Building, which were Rensselaer Polytechnic Institute. In 1924 the officers of the association moved into the three-story brick building which it had purchased at 30 Second Street. The structure was formerly the alumni building of Rensselaer Polytechnic Institute. In 1824 the officers of the association were: President John W. Byrne; vice-president, Fred L. Wheeler; treasurer, W. W. Turner; secretary, E. Adorno Peck; assistant secretary, John W. Brown; attorney, Charles S. Aldrich; assistant attorney, John H. Broderick and Bierce Bailey.

Industrial Building Loan and Savings Association of Troy was organized in May, 1889, under the State law of 1851. Business was begun in offices in the Young Men's Christian Association rooms on Burden Avenue, from where removal was made to James Farrell's office on First Street. Offices of the association are now located on the fourth floor of the National State Bank Bunlding, southwest corner of River and Fulton streets. Officers for 1924 were: President, Walter C. Coleman; vice-president, Charles J. Guenther; treasurer, W. Frank Leversee; secretary, Joseph J. Smith; and attorney, James Farrell. Directors: Andrew Kidd, George Rogers, Alexander Husband, Charles H. Lowndes, Duncan MacFarlane, Charles H. Bailey, Andrew Cairns, James D. Lees and Henry Bryce. Average earnings over 5½ per cent. Assets, $267,468.31 (September 30, 1924).

Troy Coöperative Savings and Loan Association—May 4, 1897, this association was organized, and on October 11, 1897, the first officers were elected as follows: President, Fred A. Wells; vice-president, Calvin H. Clark; secretary, Franklin O. Stiles; treasurer, Charles A. Nimmo;

attorney, H. Judd Ward. Directors: Fred A. Wells, Calvin H. Clark, Daniel L. Van Antwerp, George M. Powers, Arthur T. Smith, Andrew W. M. Moffit, Philip H. Hicks, Daniel H. Ayers, Charles A. Nimmo, Franklin O. Stiles, Marsellus B. Waters, Charles P. Boland, Herbert E. Defreest, M. D., Frederick W. Pickering and Cornelius F. Burns. The charter was received October 25, 1897, and November 1 of that year the first deposits were received, $76. Offices of the association are located on the second floor of the National State Bank Building, southwest corner of River and Fulton streets. Officers for 1924 were: President, Arthur H. Burch; vice-president, James A. Beattie; treasurer, George N. Findlater; secretary, Edward H. Shook; attorney, H. Judd Ward; assistant attorney, Sheldon B. Smith. Directors: Arthur J. Burch, George N. Findlater, Willard H. Read, William J. Bennett, William G. Koerner, A. H. Millard, Frank Wachtel, Francis A. Kruegler, James A. Beattie, H. Judd Ward, Charles F. Frank, Dr. O. F. Kinloch, William H. Halligan, Joshua Reynolds, Jr., and David N. Bristol, Jr. Auditors: F. J. Lessels, Frank Bayer, R. V. Coon. Assets as of September 15, 1924, $928,727.46.

CHAPTER XXXI.

AN INDUSTRIAL CITY.

From Saw and Grist Mills to a Diversity of Manufactures—Products of Plants at Tidewater Command Markets of the World—Pioneer Steel Works of America Developed Modern Processes—Henry Burden's Horseshoe-making Machines—Philo P. Stewart, Inventor of the Modern Stove—First Printed Wallpaper—Making of Bells and Surveying Instruments Started in the Same Foundry—Great Ford Plant with Power from Federal Dam—Coke and Gas Corporation—Larger Industrial Population, Comparatively, than Most Cities.

Viewed from the standpoint of its numerous and diversified manufacturing activities, Troy is essentially an industrial city, whose products marketed throughout the world have served to give it international celebrity. Wherever the trademark of a Troy concern has found its way, it has stood for the real worth of the article offered for sale; and "Made in Troy" is a guaranty of the good faith of the manufacturer and the superior quality of the article. From the beginnings of Troy's industrial life in the latter part of the eighteenth century until the present day, Troy manufacturers have kept pace with the progress of science and invention, so that it may truthfully be said that the goods made in Troy are the last word in their several lines of manufacture. An indication of the intensive industrial activity of this thriving city and the part played in it by its inhabitants is drawn from the remarkable fact that nearly forty per cent. of the population is employed in the great manufacturing plants within the city's industrial zone. Of a population of more than 76,000, more than 34,000 are engaged in the various industries, thus bearing out the accuracy of the statement that Troy, to all intents and purposes, is chiefly a center of industrial activity, whose employees contributing to the success of the manufacturers and the fame attained by their products are drawn from the population of a city whose leisure class is negligible as to numbers in comparison with the proportions to be found in other cities. Troy is said to have a larger number of industrial workers in comparison to its population than any other American city. In the more than three hundred and sixty concerns engaged in manufacturing employment is given to 34,307 wage-earners, who produce annually nearly $80,000,000 worth of manufactured goods, a large portion of which goes to all parts of the world. These figures and others following do not include the Ford plant on Green Island, nor other plants in municipalities across the Hudson, which are in other counties, although located within the industrial zone of Troy.

Annual Production $80,000,000—Following an exhaustive local survey of the Troy industrial field by the Newspaper Feature Bureau in 1924, it was found that the total value of manufactured products of the city was $79,214,000. This sum shows an increase over the United

States industrial census of 1919 of more than $4,000,000. According to the same 1919 census, the number of persons engaged in manufactures was 28,330; the average number of wage-earners, 25,929; primary horsepower, 18,770; cost of materials, $35,796,000; value of products added by manufacture (value of products less cost of materials), $39,041,000.

The Troy Chamber of Commerce in 1923 made a survey of the local industrial field relative to the output of the six principal manufacturing industries in the order of their importance. The table given below is self-explanatory:

Industry.	Total Payroll.	No. of Males.	No. of Females.	Value Raw Material.	Total Value.	Value Added by Manufacture.
Collars and Cuffs	$8,166,213	2,367	7,565	$17,072,446	$42,906,452	$25,667,742
Foundry and Machine Shops	1,238,626	820	5	1,364,312	3,323,042	1,874,711
Brushes	566,574	384	107	677,534	1,521,775	828,814
Clothing—Men and Women	412,741	51	523	778,411	1,507,032	724,465
Printing and Publishing	287,202	200	27	175,343	665,613	482,962
Set-up Paper Boxes	182,393	144	138	350,056	617,299	262,589

Total male workers (all industries) January 1, 1923, 22,270.
Total female workers (all industries) January 1, 1923, 12,037.

World-famed Products—While it is an accepted fact that Troy is the acknowledged world center of the collar industry (which is treated as an entity elsewhere in this history), the city is known far beyond her borders for her other great manufactures, some of which brought prestige to her before her present most important industry had its inception. Salient facts intimate to the manufacturing life of the city reveal the varied lines from the products of which have come that magnitude of wealth, worthwhile merit and well-nigh continuous employment for the increasing thousands of the well paid and, generally speaking, contented workers.

Troy is declared to be the home of the highest grade merchant iron and horseshoes made in the world. The annual output of horseshoes alone is estimated to be 12,000,000 sets; so that it may be safely said that Troy shoes the horses of virtually all the civilized world. Then, too, the bells of Troy combine to peal the praises of their home city the globe around. The largest bell used in a school in the world, weighing 7,000 pounds, which is in the tower of the College of the City of New York, was made in Troy. The fame of the high grade products of Troy iron works has remained undiminished for nearly three-quarters of a century. As far back as 1862 two Troy iron manufacturers, urged on by patriotic zeal, furnished the money with which to build the immortal ironclad "Monitor," which proved the salvation of the United States Navy, and the iron work for the "Yankee cheese-box on a raft" was made in Troy. The city is also famous for the manufacture of valves. The largest valve in the world, ninety-six inches in diameter, was made in Troy and is in use in a United States Navy Yard. The annual output of valves made in Troy is valued at $1,200,000. At the Watervliet Arsenal, which is an important unit of Troy's industrial life, was produced the largest piece

of ordnance ever used, the first great sixteen-inch gun. Stoves used to heat the homes in all parts of the world and on which are cooked the meals of numberless thousands are manufactured in Troy. The finest surveying instruments, "Made in Troy," are used the world over, and this line of goods has brought added luster to the city for the high standard of quality set by Troy manufacturers. Panama Canal surveys were made with instruments made in Troy, and surveying instruments made here are in use not only in both Americas, but in Europe, the Far East, and many out-of-the-way places by graduate students of Troy's world-famous School of Engineering, as well as many other engineers. The ink used for a century in printing all the United States Government paper money was manufactured from a secret process by a Troy concern. The city also enjoys the reputation of being the second city in the United States in the manufacture of brushes. Troy-made chains are used on vessels of the United States Navy and commercial line steamships. Two of the largest turbine fans ever made, sixty-four inches in diameter, which were installed on the roof of the Hotel Astor, New York City, were made in Troy. Recent developments in the manufacture of clothing here has made it fourth in the city's industries in value of production.

Industrial Life Depicted in Commercial Coat-of-Arms—The established fact that the peak of Troy's celebrity was reached through her industrial importance is well depicted in the coat-of-arms adopted by the Troy Chamber of Commerce. The design shows a quartered shield on which is a drawing of the "Half Moon," Henry Hudson's vessel of discovery; the horseshoe, emblematic of Troy's iron industry; a section of a surveyor's leveling staff and target, representing the Rensselaer Polytechnic Institute of Troy and the manufacture of engineering instruments; and the ironclad "Monitor," of Civil War fame, with the "Towers of Troy" silhouetted against the rising sun over Mt. Ida. Above the shield is a Troy-made bell, and below a valve, while surmounting the name band is an upraised hand with a Troy collar and cuff.

Two Immense New Industries—There are virtually 1,300 individuals and concerns engaged in manufacturing, and there are upwards of two hundred and fifty incorporated business companies, a large proportion of which are manufacturers. One of the more recent important contributions to the industrial activity of the city of Troy is the Hudson Valley Coke and Products Association, a $4,000,000 concern, backed by four powerful companies, and situated on the grounds of the Borden Company and the old Troy Iron and Steel Company and its predecessors. Another is the great Ford tractor and automobile parts plant on Green Island, adjoining the city, where the automobile king and his son, in a $3,000,000 corporation, have plans to carry on operations that will give employment to from 2,000 to 5,000 persons. Nearly a thousand men are already employed in the plant so far constructed and placed in operation in 1923.

Varied Manufactures—In addition to the great industries already noted, and the collar, cuff, shirt and waist industry outlined in the previous chapter, Troy produces a variety of manufactured products which

enter into American distribution and many even into world-wide trade. At the opening of 1924 there were two hundred and sixty-eight incorporated companies, beside many individuals and partnerships, engaged in manufacturing or in the sale of its manufactured products in the city, and the factories varied from great plants covering acres of ground or rising several stories to single floors, lofts or shops. These include many substantial concerns which have played no small part in attaining the high place which Troy holds as an industrial center. Other manufactures than those noted include fire hydrants, malleable iron and steel castings, furnaces, boilers, grates, tubing, pipe, sheet metal, laundry and ironing machinery, hydro-extractors, buttonhole and folding machinery, knitting machinery, mill supplies, surveying instruments, railjoints, railroad specialties, signals, electric car trucks, rivets, scales, springs, files, structural steel, fireproofing, hollow tile, ventilators, building material, lumber, sash, doors, blinds, brick, sandpaper and other abrasives, firebrick, blowers and fans, paint, varnish, soap wire-work, screens, grills, metal store-fronts, thermometers, tinware, fishline, cord, twine, paper, ink, lampblack, toys, flour and feed, cotton waste, bats, clothing, uniforms, hunting goods, knit underwear, handkerchiefs, buttons, and paper boxes Beside these factory and shop-made manufactures there are also, of course, the usual products for local dairy consumption common to most cities, such as foodstuffs, bread, ice cream, dairy products, syrups, candies, pickles, clothing, millinery, cigars, harness, printing, rubber stamps, awnings, roofing, etc.

An industrial relationship to the city of Troy is in many cases intimately maintained by the graduates of Rensselaer Polytechnic Institute, whose connection with the erection of great works, private and public, often has drawn upon the local industrial plants for materials.

Early Manufactories—Between the years 1789 and 1880 the manufactories in Troy comprised the saw, grist, fulling and paper mills erected on the Poesten, Wyants and Piscawen Kills, and these, as an inception of the industrial activity of mammoth proportions of the great city of the twentieth century, exercised their several parts as a force to that end. The germ of the Troy steel and iron industry, important in later years, was traceable to the Albany Rolling and Slitting Mill, built by John Brinckerhoff & Co. of Albany in 1807 on the site of the DeFreest fulling mill on the north side of the lower fall of the Wynantskill. Russia and Sweden bar iron was rolled and slitted into hoop iron and nail rods. In 1826 the concern became the Albany nail factory under the ownership of Erastus Corning. The firm later became Norton (John T. Norton) & Corning, and in 1830 the factory turned out eight hundred and twenty-five tons of rolled iron, of which four hundred and fifty tons was cut by twelve machines into nails. In 1839, the concern then being the Albany Iron Works, the first conversion of pig iron into wrought iron was made in Troy. Ulster was the only other place in the State where this process had been successfully undertaken. In 1849 the firm added a steam mill to its waterpower plant. Its successor, Corning, Winslow & Co. (John F. Winslow, Gilbert C. Davidson and Erastus Corning, Jr.) manufac-

tured plates of the ironclad "Monitor" and those of a number of other floating batteries of similar pattern. During the Civil War this concern also furnished the government with its own invented solid-lip railroad chairs for railroads in Southern states in which the United States armies were operating. Steel-rifled cannon were made by the company for contractors for use in the Civil War. The extinct Troy Vulcan Company once owned a rolling mill on Poestenkill, which became the property of the Troy Steel and Iron Company, which disposed of it in 1852 to Henry Burden, of undying fame in connection with the iron industry of Troy. The Bessemer Steel Works later was embraced in the holdings of the Troy Steel and Iron Company. In 1863 the American patents of the Henry Bessemer process of conversion of pig iron into steel were purchased by Alexander L. Holley, John F. Winslow and John A. Griswold (Winslow, Griswold & Holley), who erected a two and one-half ton plant immediately south of the Wynantskill, and the first employment of the Bessemer process at these works was made successfully on February 16, 1865. The Bessemer process was improved upon by Mr. Holley and the productivity of the plant greatly increased and the steel itself made of higher grade. In 1867 the works were enlarged to a five-ton plant, which still later, under the ownership of John A. Griswold & Co., were enlarged to a ten-ton plant, which for years was known as the pioneer steel works of America, where was manufactured the best grades of steel made in the United States. The Corning and Winslow interests consolidated in 1875 into the Albany and Rensselaer Iron and Steel Company, which was succeeded, in 1885, by the Troy Steel and Iron Company, incorporated with a capital of $2,500,000. This new concern erected a huge furnace plant on Breaker Island. Twenty-two hundred to twenty-four hundred workmen were given employment in the four separately situated works and their annual wages amounted to about $1,250,000. This concern accomplished a great share in the augmenting of Troy's industrial fame. Few other American manufactories founded in the early part of the nineteenth century attained so great a growth and importance as this concern, which originally established in 1807, eventually successfully competed with British enterprise and capital. Although the company was the first to introduce the Bessemer process into the iron and steel industry of the United States, thereby revolutionizing that line of business in this country, the concern through the introduction of the crucible process, and because of labor troubles and other exigencies, including the transfer of the industry to the coal regions, finally went out of business, abandoned its magnificent plant, and its buildings have been razed after falling into ruin from long years of disuse. Much of the territory is being occupied by the new plant of the Hudson Valley Cake and Products Corporation.

World-Famous Horseshoe Industry—The name of Henry Burden, which is borne by the great iron works located in Troy, will ever be associated with the manufacture of horseshoes, as well as with other products of iron as the result of his inventive genius, which has been in some respects the most marvelous of any that has been displayed in modern

times. The story of the Burden Iron Works is best told by giving a sketch of the man whose skill and foresight laid the foundations of the establishment, which perhaps as much as any other has caused the fame of Troy to be spread abroad through the world.

At the junction of Mill Street and the Wynantskill there has been erected a bronze tablet on which is this inscription:

NEAR THIS PLACE
in
1835, 1843, 1857
HENRY BURDEN
(1791-1871)
First operated machines which he had invented for the manufacture of horseshoes and which became an important factor in the Civil and Military development of the country

Henry Burden, Troy's celebrated adopted son, was a Scotch engineer, and in 1819 he came to the United States, soon settling in Albany, where he became engaged in the manufacture of agricultural implements. In 1822 he came to Troy, having accepted the superintendency of the Troy Iron and Nail Factory Company, which had its plant on the south bank of the Wynantskill. From the first it was seen that Mr. Burden was highly endowed with inventive faculties, and he early began to produce the forerunners of those remarkable devices, the employment of which redounded to the success of the establishments with which he and his successors were connected. Among his inventions were a wrought iron nail and spike machine, which he patented in 1825; a horseshoe nail machine, which he patented in 1830; a device for making countersunk spikes to fasten flat rails of iron to wooden rails, which were then in use as the tracks of the railroads in the United States. Mr. Burden brought out in 1836 a machine which made hook-headed spikes for fastening "T" and "H" rails, which soon replaced the flat rails. Mr. Burden in 1839 invented a machine that compressed balls of puddled iron into blooms, this device being known as "Burden's rotary concentrix squeeze," which was said at the time to be the very first invention of real importance for the manufacture of iron. This device came into general use both in America and Europe. In 1851 Mr. Burden created a sensation by the construction of a huge overshot water-wheel, the ruins of which for many years were one of the sights to be seen in Troy. This wheel was sixty feet in diameter and twenty-two feet in width and furnished 1,200 horse-power. It was said to be the largest wheel of the kind ever made, and was called the "Niagara of water wheels." By these several devices the company with which Mr. Burden was associated increased its output many fold, as well as adding in a great degree to its prosperity and prestige. It is safe to state, however, that Mr. Burden's most remarkable invention was his device for making horseshoes, a patent on which was issued to him in 1835. This machine enabled the operator to make a horseshoe from a bar of iron in four seconds. This marvelous machine was further improved by Mr. Burden in 1843, when he produced a horseshoe machine which in two movements shaped into shoes a bar of iron delivered from the roll train without the reheating of the metal. Fourteen years later he produced a still further improved machine, which after

receiving the heated bar iron, cut, bent and forged it into shape as a perfect shoe in a single movement. In the logical course of events Mr. Burden became the proprietor of the Troy Iron and Nail Factory Company. He arrived at this stage in his fortunes while he was perfecting the devices that revolutionized the business. The Burden horseshoe machine was of inestimable value at the time of the Civil War, when the United States government was in desperate need of shoes for its great number of horses and mules used in the prosecution of the war. Without the immediate supply of thousands of sets of shoes the government would have been unable to make effective its operations against the enemy and the movement of great bodies of cavalry and the wagon trains of the Union army. This emergency Mr. Burden was able to bridge by the great facility with which he produced immense quantities of horseshoes on short notice. It might be said that in a large measure the success of the Union arms rode upon the famous Burden horseshoe. During the war the government seemed to have cause for apprehension that it would not receive horseshoes in sufficient quantity and quickly enough to carry out the plans of its campaigns in the field, and it seriously debated the question of taking possession of the Burden works in Troy and operating them. Mr. Burden, however, continued to manage the works, he having given assurance that he would fill the orders promptly and as specified. This he did to the satisfaction of the government and to the lasting fame of himself and his company. So great value was attached to these Burden machines that rights to employ them in factories abroad were purchased by England, France, Germany, Russia and other European governments.

The firm of H. Burden & Sons was organized in 1864 by Henry Burden, William F. Burden, James A. Burden, and I. Townsend Burden. William F. Burden died December 7, 1867, and the business was continued by the surviving members of the firm. Henry Burden died January 19, 1871, and James A. and I. Townsend Burden conducted the business under the style of H. Burden & Sons until they incorporated under the name of the Burden Iron Company, June 30, 1881, with a capital stock of $2,000,000, the stockholders and trustees being James A. Burden, I. Townsend Burden and John L. Arts. James A. Burden became president. I. Townsend Burden vice-president and John L. Arts general manager The Burden iron works, despite the changes incident to improved transportation facilities and changing conditions of commerce, have survived the new situations as they have presented themselves from time to time, and the company continues to hold an important place as a factor in the industrial life of Troy and the nation. The works immediately north of the mouth of the Wynantskill, occupy more than forty-five acres. The Burden family retains control of the Burden Iron Company, the officers in 1924 being James A. Burden, president; Williams Burden, vice-president, and Robert Forrest, secretary and treasurer.

Coke and Gas Plant—A quite recently organized corporation of great size and importance in which the Burden interests have a large share of

ownership is the Hudson Valley Coke and Products Corporation, which has been capitalized for $4,000,000 and in 1924 started the erection of a large plant on the sites of the old Rensselaer Iron Works and the old Troy Steel and Iron Company for the manufacture of coke and its by-products and gas. Also interested in the new concern are the Oliver & Snyder Steel Company of Pittsburgh, Pennsylvania, the Foundation Company of New York City and Arthur Tutein, Inc., of Boston, Massachusetts. The furnaces on the grounds of the Burden iron works have been greatly enlarged and improved for the manufacture of coke and gas. The operation of this new plant cannot help but be of great benefit to the people of Troy, as large numbers of men will be employed there, and the name of Troy as an industrial center will lose none of its enviable reputation. By its entrance into the business community the coke and gas-making industry has received a fresh stimulation that cannot but be beneficial to the manufacturers as well as the working public. The directors of the new company are James A. Burden, grandson of Henry Burden, founder of the Burden Iron Works; I. Townsend Burden, William E. Millhouse, all of whom are connected with the Burden Iron Company; Henry Oliver and John Jenkins of Pittsburgh, Frank Remington, John W. Day, and Alexander Murray, all of whom are connected with the Foundation Company; and E. Arthur Tutein of Boston. The concern manufactures gas for light and power for numerous cities and towns in the Hudson Valley, besides selling coke for fuel and the by-products.

Remarkable Progress of Stove Industry—"To Philo P. Stewart must be accorded those improvements and inventions that converted the stove of early days into the modern and effective cooking apparatus now manufactured and used by the Public," declared the late Walter P. Warren, president and treasurer of the Fuller & Warren Company, speaking before the Troy Chamber of Commerce on "The History of the Stove Industry in Troy." Philo Penfield Stewart, whose name has circled the globe, was born in 1779 in Sherman, Fairfield County, Connecticut, and in early life he displayed an aptitude for mechanics. He built a dam and a raceway for his grandfather's mill and into the raceway he put a water-wheel of his own making. After living for a time with a relative in Pawlet, Vermont, he became a missionary to the Choctaw Indians in Mississippi. But his health becoming poor, he determined to reënter a business occupation, and hitting upon the idea of making a cooking stove, he invented one of sheet iron, which he called the "Oberlin stove." This was in 1832, and four years later, after he and his wife had returned to his old home in Vermont, he began the planning of the celebrated P. P. Stewart stoves. It is related of Mr. Stewart that his early venture met with discouragement. He found great difficulty in getting anybody to aid him financially in producing his stoves and placing them on the market. Finally a woman, reposing confidence in the inventor's genius and his vision, advanced him $800 with which to start the manufacture of the stoves. From that memorable day to the present time the Stewart stove has not ceased to be a celebrated product of a world-famous indus-

try of Troy. Improvements, the result of scientific research and the inventive faculties of successors of Stewart, have developed the stove to the modern beautiful and effective combination of gas and coal-burning devices, with hot water and other attachments, which have contributed so much to the comfort and facility with which the modern housewife may go about her cooking.

The stove industry in Troy had its inception in 1818, when the Troy Air Furnace was built. Three years later the Starbucks (Charles and Nathaniel) began the casting of stove plate. By 1875 there were twenty-three stove concerns in Troy which gave employment to more than 2,000 workmen whose wages in that year amounted to $1,715,000, and the value of the stoves sold was $4,000,000. Besides that of Stewart, the names that have been prominently associated with the manufacture of stoves in Troy since the early days of the industry are Gurley, Nazro and Curtis, Stratton, Johnson and Geer, Cox, Fuller, Warren and Morrison, Bussey, McLeod, Burdette, Smith, Sweet, Quimby and Perry, Troy Coöperative Foundry, Wagar, Sheldon, Green, Hicks, Wolfe, Eddy, Ingalls, Phillips, Clark, Torrance and Merriam, Burtis, Mann, Henderson and Fales.

The reputation made by Troy as the parent of the stove industry is still maintained in the leading position held by the manufacture of stoves and heaters. The evolution of the modern rotary grate, ash-chute and gas combination is the result of Trojan inventors' and pattern-makers' skill. It has been truly said that llamas have carried Troy stoves across the Andes to the western coast of South America, camels to the shores of the Black Sea in Asia, and ships to Ireland and North Europe, Turkey, China, Japan, Australia, and, in fact, to nearly all parts of the civilized world. One has but to exercise his imagination to recall the fact that it is hardly more than a century since the open grate predominated and baking was done in a brick oven.

Romance of Troy Stove in Ancient Ilium—It is a far cry from modern Troy to ancient Ilium, but on the site of the classical city to-day there is a house in which is a stove manufactured in this industrial center; and it may be added that the widespread use of Troy products is not confined to stoves only, for the goods manufactured here in great variety have found their respective fields of usefulness in domestic and foreign lands, in familiar and out-of-the-way places, in places of security and in places filled with hazard, all serving to emblazon the name of Troy high upon the ladder of commercial achievement. The late Chester Ingersoll Warren of the Fuller & Warren Company of Troy, successor of the identical firm that more than sixty-five years ago made the stove, which later was discovered by him while on a visit to old Ilium, is responsible for this interesting bit of romance pertaining to the stove industry. Excerpts from a descriptive article detailing the discovery follow: "Modern Troy on the banks of the Hudson is almost as famous for its stoves and collars as is ancient Troy in Asia Minor for its wooden horse and legendary lore. The travels of a modern Trojan taking him to the ancient city and there finding in the house of the only English-speak-

ing family within thirty miles a stove made in modern Troy and by the concern with which he is connected seems more like fiction than truth. It is true, none the less, and Chester Ingersoll Warren, of the Fuller & Warren Company, is the loyal Trojan who felt he could undergo considerable hardship and discomfort just to see the site of the ancient city, little suspecting that he would find there an object of familiar interest. . . . Leaving Constantinople on an evening steamer, a night ride through the Sea of Marmora took him to the Dardanelles, where he was conducted by an attache of the Consul's office. . . . Reaching the site of the ancient city, he found that practically everything of value had been removed. The English Consul's farm is about five miles from the ancient city, and here the Calverts (the English Consul and his family) resided. Mr. Calvert had lived there for years with his Greek wife, but was still so thoroughly English that he had an English governess for his children. The homestead is a long, low, rambling structure, which has been added to from time to time, and reminds one not a little of some of the homesteads in the South of this country. When he inquired if they had ever heard of modern Troy, the reply was forthcoming that they certainly had, and that on the second story of the very house he was in was a stove which was made in Troy, New York. This was news of a kind he had not expected, and to a stove founder was a most pleasing bit of information. It was a box-stove, about three feet square, very plain, and bearing the name of Hicks & Wolf, Troy, New York, who were active in the 'thirties and 'forties, and who, through gradual changes became, as has been stated, the Fuller & Warren Company. It was similar to the box-stove of to-day. No one in the house remembered how or when it was taken there, and it was in good condition after being used apparently for fifty years or more."

Pioneer Stove Manufacturer—One of the pioneer stove manufacturers who helped in no little way make the fame of Troy widespread and enduring, particularly as it was related to his special line of business, was the late Esek Bussey, Sr., who was the last of the number of prominent manufacturers and inventors in the city of Troy who produced cooking and heating stoves practically in the design or form in which they are now manufactured. Mr. Bussey was born October 22, 1826, in the town of Hoosick, and came to Troy when he was eleven years of age in company with his uncle, Colonel Thomas Bussey, afterward proprietor of the Northern Hotel. He occasionally was left to "tend store" for "Uncle" Russell Sage, who then kept a corner grocery in Troy and who became one of the greatest financiers of the country. The boy Esek spent a few years at school at Baldwinsville, near Syracuse, living in the family of his grandfather. He soon returned to Troy and made his first adventure into the business world by buying an established hardware store and tinshop on River Street. He accomplished one of his biggest jobs in that line when he filled a contract for putting on the tin roof on the train shed of the old Troy Union Station. Mr. Bussey was induced to engage in the manufacture of pots, kettles and other cast iron stove utensils by Charles A. McLeod and his partners, and this new firm became Bussey,

McLeod & Co., in the middle 'fifties. The firm began the manufacture of stoves in 1859. Many patents for successive and revolutionizing improvements in the manufacture of stoves were due to Mr. Bussey's inventive genius. The Chicago Stove Works, burned out in the great fire of 1872, in that city and later rebuilt, were established by Mr. Bussey and his associates. The Gold Coin Stove Company of Troy, of which Mr. Bussey was president for many years, was the successor of the old firm of Bussey, McLeod & Co. Six years after Mr. Bussey's death in 1914 that concern discontinued business.

Other Steel Concerns—While in former years the smoke of many furnaces darkened the skies above the city of Troy and its environs, and the hum of ponderous machinery were the outward signs of an immense industry that seemed to be Troy itself, to-day (1924) the only steel plants remaining in the city proper are the Burden Iron Company and the Rail Joint Company; and across the Hudson River, west of the city, are the plants of the Ludlum Steel Company, Troy Malleable Iron Works and the Troy Foundry and Machine Company, Inc. Other prosperous concerns related to the iron and steel industry, of which mention is made elsewhere in this chapter, are the Fuller & Warren Company, stoves; Ludlow Valve Company; Meneeley & Co., bells; Troy Stamping Company; Troy File Works and Troy Spring Works.

The Bells of Troy—There is scarcely a country of size or note in the world where is not heard the peal or chime of bells manufactured in modern Ilium on the banks of the noble Hudson. Perhaps no other product of this thoroughly industrial city has so happily and efficiently advertised it in lands far and near as has its sweet-toned or sonorous-voiced bells, of massive or lesser size, either in humble church tower, magnificent cathedral, by which people are called to worship, or in municipal belfry or civic pile, giving the hours of the passing day to the inhabitants, spreading the alarm of fire or calling the soldiery to service in some dire emergency. Probably no other man in the city of Troy in his time was able to discourse so intelligently on the subject of bells as was the late Clinton Hanks Meneeley, the veteran American bell founder, whose name with that of other members of his family is inseparably associated with the manufacture of bells. Mr. Meneeley, once speaking of the bell industry, said that man made bells before he learned to write, and that the first bells were vessels of clay which gave off a pleasing sound when struck. "Aboriginal people used bells as ornaments. Moses, Isaiah and the prophet Zachariah mention the use of bells as anklets on the feet of women, as yokes for horses and in temples. The Greeks decked their triumphal chariots with bells. The Romans used them to call the citizens to temple and forum. Paulinus of Nola, an Italian bishop, first used bells in Christian worship. About 400 A. D.—shortly after the time of Paulinus—church towers became general in Europe. Two hundred years later a papal bull specified that every church tower should have a bell. The curfew bell, the angelus bell, and the passing bell are part of bell practice and tradition. The ringing of bells ushered in the French Revolution. The great bell of St. Mark's, Venice, and

others, equally famous, were alarums. Bells are designed according to mathematical law. Chinese bells are frequently square; Japanese and Korean barrel-shaped, and Italian bells "long-waisted." American and English bells are made of two metals only, copper and tin. Silver does not sweeten the tone of a bell, as is popularly believed. A bell's tone is affected not only by its metallic composition, but by its shape and proportions. The voice of a bell is really a chorus of voices. Vibrations from bells are powerful. Muleteers in the Alps muffle the small bells around the mule's neck, lest the vibrations start snowslides. The largest bell ever cast is the 'Tsar Kolokol', made to the order of the then Empress Elizabeth of Russia in 1733. A million dollars worth of gold and jewelry was thrown into the molten metal by zealous subjects. A huge piece was broken from the side when the tower supporting it was burned. The bell now stands near where the Kremlin was in Moscow. The next largest bells are in China. One, in Pekin, weighs 120,000 pounds and is twelve feet in diameter. The Liberty Bell, in Independence Hall, Philadelphia, is the best-known bell in the United States. The finest chime, a number of contrasting bells, is at the United States Military Academy at West Point. It has been pronounced the best-toned by musicians and bell makers." Clinton Hanks Meneeley died July 1, 1923, after having lived to see the great growth of the far-famed bell-foundry business founded originally by his ancestor (on his mother's side), Colonel Benjamin Hanks, whose descendant, Julius Hanks, also a forebear of Clinton Hanks Meneeley, cast the first of the bells of Troy. The thoroughly established Meneeley bell foundry continues to be conducted with its accustomed prestige by Chester Meneeley and the surviving members of the Meneeley Bell Company.

The first bell foundry in Troy was erected by Julius Hanks in 1825 on the present site of the Gurley Building, Fulton Street and Fifth Avenue, and at that place Hanks plied his trade until about the year 1840. Eber Jones and James H. Hitchcock (Jones & Hitchcock) engaged in the casting of bells in 1852 in the Peck Building at First and Adams streets, and two years later they produced their bells in their foundry on the southwest corner of the same streets. Their successors in the business in 1857 were Eber Jones and H. J. Kling (Jones & Co.); 1865, Eber Jones, Sylvanus Binch and Octavus Jones; 1867, Octavus and Marcus R. Jones; 1873, Jones Bell Foundry Company, which in 1887 discontinued business. The Clinton H. Meneeley Bell Company's plant on the east side of River Street between Washington and Adams streets, occupied also a part of the bell foundry erected in 1869 by Clinton H. Meneeley and George H. Kimberly (Meneeley & Kimberly), and on the dissolution of this firm in 1879 the old foundry plant was acquired by the new company. Since 1825 some 50,000 church bells have been cast by foundries in Troy, and it is said that the Meneeley bells have been preeminent for clear and sonorous sound, rich tone and forcible vibration. The Clinton H. Meneeley Company was organized as a stock company in 1880, and it has since received orders for church bells and bells for other buildings from all parts of the world, thus attesting the excellence of the com-

pany's product. The largest bell in this country west of Chicago (1912) is from the Meneeley foundry, and hangs in the tower of the Church of Christ, Scientist, San Diego, California, weighing about 10,000 pounds, and the gift of John S. Hawley, a wealthy resident of San Diego, who is a native of Saratoga County, and more than sixty years ago was an employe in the Troy postoffice. The manufacturing corporation is now known as the Meneeley Bell Company.

Engineers' and Surveyors' Instruments—Another product of Troy enterprise and genius, known throughout the world for superiority of style and workmanship, is the wide variety of engineering and surveying instruments manufactured by W. & L. E. Gurley, who occupy their own four-story brick building on Fulton Street between Fifth Avenue and Union Street. This world-renowned firm is the maker of theodolites, solar telescopes, compasses, transits, planes and numerous other engineering instruments and devices for drawing. It is said that three times as many engineering and surveying instruments are made annually by this Troy concern as by any other manufacturer of mathematical or philosophical instruments in the United States. Engineers not only in America, but also in Japan, China, India, Syria, Arabia, Egypt, South and Central America, Mexico, Cuba and Hayti use the Gurley instruments. The business of manufacturing surveyors' instruments in Troy was started by Julius Hanks, the pioneer bell maker, who about the year 1825 also established himself in that line. Hanks, a native of Mansfield, Connecticut, in 1808 built in West Troy (then Gibbonsville) a bell and brass foundry and bought, in 1825, of Jacob D. E. Van der Heyden a lot of land on the north side of Elbow (Fulton) Street. He also purchased an adjoining lot, and on the two he built a two-story wooden building, he and his family occupying the north part as a dwelling, while the rest was given up for his factory and office. Hanks then built on Fulton Street, on the west side of the alley, a small frame building for his foundry. He engaged in manufacture in his two buildings, and gave out notice to his friends and the trade that he was the maker of "church bells, town clocks, copper and brass castings and surveyors' instruments of the most improved construction." Oscar Hanks succeeded, in 1829, to the business founded by his father. William Gurley, the senior member of the firm of W. & L. E. Gurley, was graduated in 1839 from Rensselaer (Polytechnic) Institute, and in 1840 entered the employ of Oscar Hanks with the idea of thoroughly learning the business. Five years later saw a partnership formed by himself and Jonas H. Phelps, under the style of Phelps & Gurley, and they began the manufacture of mathematical and philosophical instruments, having rented the basement of the building that then stood on the southwest corner of River and Grand Division streets. May 1, 1845, the firm occupied the building that formerly stood at what is known as No. 319 River Street, using the basement for its foundry, the first story for the office and salesroom and the two upper stories for workrooms. Lewis E. Gurley, graduating from Union College, 1851, was admitted in that year to the firm of Phelps & Gurley, he having acquired a knowledge of the business before he entered college.

The firm name now became Phelps & Gurleys. The following year the Gurley brothers purchased the interest of Jonas H. Phelps, and, taking over the entire plant, continued to conduct the business, the style having been changed to W. & L. E. Gurley, by which it has been known to the present day. In 1852 the house of Gurley acquired possession of the property that formerly was owned by Oscar Hanks at Fulton and Fifth streets, and on the site of the old Hanks foundry they built that same year a four-story brick building to meet the enlarged demand for their products. This building was burned in the great fire of 1862 which wrought such great havoc and took a toll of lives in the business part of the city. Nothing daunted by this disaster, the firm erected and was ready for business in its present fine quarters on the tenth anniversary of the date on which the machinery in the former building was set in motion. During the Civil War the firm made for the United States government brass fuse-plugs, brass sight-pieces for guns and brass mountings for saddles. It also manufactured various war munitions for contractors to the government. The firm's instruments have been awarded medals at world expositions and other international exhibitions for the excellence and efficiency that has brought them into demand from all parts of the world. The sales of the firm's instruments amount to more than $200,000 yearly. The most skilled workmen that can be secured are given employment in the manufacturing rooms.

Knitting Industry—The first knitting mill established in the United States was that set in operation in 1830 by Egbert Egberts and Joshua Bailey at Cohoes which lies within the Troy industrial zone. These two geniuses in their line began with two machines to manufacture knitted underwear. On both sides of the Hudson River in the so-called Troy district this industry has since grown to very large proportions, and the products of the mills are sold throughout the world. Long years of patient study and application of ideas were spent before the machinery was invented that would serve to knit goods in place of human hands; and additional years were required ere the extremely practical folk could be persuaded to abandon their muslin and red flannels and adopt for use the knitted garments manufactured by the newly-invented machinery. The two sturdy pioneers, Egberts and Bailey, had as their first "factory" a small wooden shack in which they had installed their two primitive machines. The two did the work of operating the machines, and of selling and distributing their finished product. The day's work at the knitting machines ended, the two proprietors would draw up a little handcart, pile it high with the knitted goods of the day's run in the factory, and then start out to peddle them from house to house. This form of selling they were compelled to follow because there was no storekeeper doing a retail business who would assume the risk of laying in stock a considerable quantity of the knitted garments. Many years ago the tiny building in which the two pioneers started in the machine-knitting business was razed to furnish a site for a modern structure, so that there is nothing of tangible evidence left to show what sort of machinery Egberts and Bailey used in their enterprise, which was the

inception of the machine-made knitted goods industry and served to revolutionize the use of underwear of more comfortable design and greater service the world over. Data and plans have been brought to light which prove that these ancient machines bore no resemblance to the marvelous devices now employed with such great efficiency as to quality and quantity in the hundreds of modern knitting mills, a very large number of which have their location in Greater Troy. Founded, however, on that humble beginning made by these two far-sighted pioneers, the first knitting mill in America has evolved into a business that plays a very large part in the industrial activities of Troy and Cohoes, which, combined, have become one of the principal centers of the production of knitted underwear and outerwear in this country. More than a score of the chief companies of the world making knitted underwear by the thousands of garments daily have their esetablishments here. Knitting mill machinery is still manufactured in Troy.

Valve Manufacturing—Trojans are justifiably proud of the fact that their city contains the oldest valve manufacturing plant in the world. No other concern of the kind has been in business for so long a time as the Ludlow Valve Company, whose products are gate valves and fire hydrants. The Ludlow valve was invented by Henry G. Ludlow, who organized his company in 1866 and located his plant in Waterford, New York, and in 1872 moved it to Lansingburgh, occupying a site on Second Street and Fifth Avenue, between what was later known as One Hundred and Second and One Hundred and Third streets. The present company was organized in 1891, with John T. Christie as president, succeeding Mr. Ludlow, who retired from active business pursuits. The company's present location is at the foot of Adams Street, which it occupied in 1897. In 1909 James H. Caldwell succeeded Mr. Christie as president. The Ludlow Valve Company's products also include sluice valves, foot valves and check valves. More than 3,000 cities and towns are using the Ludlow valves and hydrants, while many foreign countries have installed these hydrants in their water supply and fire protection systems. China has the Ludlow hydrant, a shipment of six hundred having been made to that country. A high-pressure valve for use in drilling oil wells has been brought out by the Ludlow company. By this device the drilling is done through the valve, which closes and controls the flow of oil when the latter gushes and reaches a pressure of 2,500 pounds to the square inch. The Ludlow Valve Company makes a very beneficial contribution to the industrial life of Troy because it gives employment to a large number of people the year round, and its products have served to advertise the city throughout the world.

Making of Fire Brick Important Industry—The manufacture of fire brick from infusible clay dates back in this State to 1825, when Jacob Henry engaged in that business in Albany. Following the death of Mr. Henry, the works were removed to Troy, where the raw product is more conveniently obtainable and transportation facilities are of greater advantage. In 1882 the late Harvey S. McLeod became proprietor of the

works, having acquired the property of Bacon & Henry. Mr. McLeod erected additions to the buildings and built new ones, greatly increasing the productivity of the plant, also installing a highly improved method in the treatment and manipulation of infusible clay. Thus the fire brick and stove linings manufactured by Mr. McLeod attained a very wide popularity with stove manufacturers not only in the home city of the industry, but also in far distant places of this country. More than 20,000 sets of stove linings and 10,000 fire brick are produced weekly at these works, which in later years have been operated under the style of the McLeod & Henry Company, a corporation, of which Mr. McLeod was the president and treasurer. Daniel Hudson began the manufacture of fire brick in Troy in 1850, and three years later he was succeeded by James Ostrander, later Ostrander & Heartt (Jonas S. Heartt), who were succeeded, in 1866, by James Ostrander. The concern in later years became the Ostrander Fire Brick Company and operated a large establishment on First and Second streets. The company also erected works at Ostrander, New Jersey, where it manufactured paving brick.

Brushes—The manufacture of brushes of a great variety of uses has played no inconsiderable part in the life of Troy as an industrial center. The making of brushes as an established business was begun by William McMurray in 1818, his factory having been situated in the north part of Lansingburgh, in a building on King Street, opposite the store then being conducted by S. J. Penniman. The Isaiah DeFreest horse-brush factory began business on River Street in 1867 under the firm name of Allen (Edward C.) & DeFreest. After 1873 for many years Mr. DeFreest operated the business alone, manufacturing horse brushes of all grades and disposing of them to the trade throughout the United States. In 1924 there were sixteen corporations and companies engaged in the manufacture of brushes of various kinds in this city, practically all of the factory plants being located in the Lansingburgh section. Brush manufacturing stands third in the city in value of its manufactured product which in 1923-24 approached the million-dollar mark and the various plants employ more than five hundred hands. Many thousand dollars worth of imported bristles and wood brush backs from Maine, Vermont and other States go into the products of this industry annually.

Big Ford Plant—No city of intensive industrial activity such as is Troy has perhaps received such an enthusiastic impulse and given in return so cordial a reception as attended the coming of the Ford Motor Company to Troy, occupying its great newly-built factory on the Green Island end of the Federal dam in the Hudson River. The automobile king, having seen the natural, artificial and commercial possibilities attaching to this unusual power site located at tide-water navigation, decided, in the face of passive opposition on the part of some of his most trusted advisers, to establish his much-desired motor parts department of the East at Troy. After long drawn out negotiations with the United States Government, the patience with a languid Congress during the pending of water power rights legislation, a license from the War Department giving authority for using the waters of the Hudson, all

these necessary details were adjusted, and, with the previously arranged sale of the real estate to Mr. Ford, completed the preliminary plans for carrying out this great industrial enterprise. The plant itself is situated on the Hudson River front of a tract of one hundred and fifty acres, acquired by the Ford Company, for industrial, park and residential purposes, and the main building of about 1,500 feet in length was opened for manufacturing in the fall of 1923. Five hundred or more men were given employment, which increased to a thousand in the first year, and it was said that this number would eventually be increased to more than 2,000. The Ford Company's industrial program for 1924 forecast an expansion of production at the Green Island plant of 15,000 automobile parts daily, which is almost double the output of 8,000 daily that then was made. The company stated that, with the installation of additional machinery, it expected the daily production of gears would increase from 1,500 to 2,500; of drive shafts from 400 to 1,000; of rear axle shafts from 1,000 to 2,500; of radiators from 1,400 to 2,000; of pistons from 2,000 to 5,000, and of universal joints from 400 to 1,000. The company also placed on its schedule of prospective output 1,000 front springs a day, this part having not previously been manufactured at the Green Island plant. The erection of a hydro-electric plant at the Federal dam developing 8,000 horse-power with a drop of less than thirteen (13) feet was in itself regarded as a unique feat. In locating his plant at this point, where Mr. Ford is taking advantage of the possibilities of water transportation, he was given the hearty coöperation of the Troy Chamber of Commerce and the chairman of its committee on the Ford enterprise here, former Mayor Cornelius F. Burns.

Paper and Paper Boxes—It is of interest to note that the first mill for the manufacture of paper was built on the Poestenkill in 1792 by Mahlon Taylor, the site having been near his dwelling and the machinery being operated by the water from the same flume that supplied power for his saw mill and grist mill. Late in 1792 the Taylor mill privilege and property were sold to Charles R. and George Webster, printers, of Albany, and Asbel Seymour and Perely Ensign, paper-makers, of Hartford, Connecticut. The purchase price was four hundred pounds, English money. The new owners sent out urgent appeals through the newspapers to the people of the village and the countryside to save their rags for which they would pay them, "at the mill," three pence a pound for white, blue, brown and check rags, and a fair price for other kinds of rags. At about the beginning of the nineteenth century a second paper mill was erected on the Wynantskill where afterward was built the Gold Leaf paper mill, the site having been on Campbell's Highway. The Orrs paper mill that formerly was located on Wynantskill was said to be the first mill in the country to use machinery for printing paper by cylinders, producing designs for wallpapers. William Orr claimed to have been the inventor of this process and the builder of the machinery. Inventions and improved machinery and other facilities followed in rapid succession and the industry reached the high-speed and increased-output stage which has been a remarkable feature of this highly interesting and scientifically

operated industry. Mills for the manufacture of straw-wrapping paper and manilla paper gave an impetus to the early commercial life of the city.

The manufacture of paper boxes and related lines, which is carried on to a considerable extent in the city, had its origin in the Hughes & Simpson box factory erected in 1872 on Bridge Avenue. The business grew and larger quarters were demanded. The firm laid the foundation of the manufacture of paper boxes for the use of manufacturers of collars, cuffs and shirts and for druggists, jewelers, milliners and other tradesmen and craftsmen. This line of business has expanded to the extent where hundreds of people of the Troy industrial district are given virtually steady employment the year round. The principal manufacturers at present in this line are Simpson, Morehead & Co., successors to the parent concern, and John Leggett & Son.

Watervliet Arsenal—As being essentially in the Troy industrial zone, Watervliet Arsenal and the city proper have always had an inter-relation of interests since the great government heavy-arms plant was established in 1813. The location was then known as Gibbonsville. The post has played a highly important part in the manufacture, storage and preservation of munitions of war for the United States Government, and it is looked upon as one of the chief of the government plants of the country. It has been noted for years for the excellence of the heavy ordnance manufactured there, and perhaps its most signal fame was achieved when it produced the then largest piece of ordnance of practical use that had been known in the world, a great sixteen-inch gun, a marvel of scientific and mechanical skill. The piece required five hundred and sixty days of eight hours each to complete it, while the forgings in the rough weighed 368,000 pounds, and the finished gun weighed 300,000 pounds, and was designed to hurl a 2,370-pound projectile twenty-one miles. The muzzle energy of this gun was 88,000 foot-tons. During the Civil War about 2,000 men and boys were employed at the arsenal manufacturing munitions for the Union army, and during the World War great modern ordnance manufacturing buildings were added with several thousand employes engaged before the signing of the armistice. The government during that period built large substantial buildings and greatly improved the post. The reservation after the Civil War was enlarged to one hundred and eight acres. The arsenal is accessible by favorable water routes and by three railroads. Modern buildings, with the most improved machinery and a large and skilled force of mechanics, supervised by a highly trained force of officers and civilians, make Watervliet a picturesque and important adjunct of the industrial life of Troy. The well-kept grounds, the always-inspiring element attaching to the presence of a detachment of regular soldiers, as well as the atmosphere of mystery and awe that surrounds an army post, serve to make the arsenal a point of great attraction to the people of the region and to hundreds of persons who come from afar to visit it. The products of the great workshops, besides heavy ordnance, are field, siege and seacoast carriages, their implements and equipments; artillery, cavalry and

infantry equipments and accoutrements, ammunition for small arms and cannon and implements for mechanical maneuvers. A nucleus of skilled mechanics is kept engaged in the manufacture of army and navy ordnance in peace times and the plant maintains an efficient state against any threatened emergency.

Clothing Manufacture—The advantageous features afforded by Troy to resident and prospective manufacturers have recently made their impression upon large New York establishments, which may be emulated by others in the clothing manufacturing trade, and eventually make of Troy an important center of that line of business. Browning, King & Co. of New York contemplated in the middle of the year of 1924 enlarging its Troy plant with the idea of bringing to this city a number of manufacturing units from the concern's headquarters in New York. Among the units planned to be removed was the tailoring department, while it was virtually determined that the designing and cutting departments should remain, together with the store, at the firm's New York building. The concern gave as reasons for its desire to add to the importance of its Troy plant: Greater efficiency of transportation, assurance of economy of production, since the Troy plant is operated by waterpower from the Poestenkill; and the demand for additional space. There is another element which enters into the decision of New York manufacturers to remove whenever possible from the metropolitan area to locations as far distant as contingencies will permit, this being the conflict forced upon the manufacturer by the undesirable alien labor agitator and those in sympathy with him, which has a tendency to keep the workers in the manufacturing field in a state of continual ferment. Generally speaking, the Troy industrial zone has been so far practically free of the inimical invasion of labor agitators of communal tendencies, and on this account, as well as for the commercial and geographical advantages, numerous manufacturers have in recent years looked upon with favor and, in striking instances, with selection of Troy as a desirable seat of their respective enterprises. Already the manufacture of clothing in this city holds fourth place in order of importance of local authorities, having an employed force of nearly six hundred and a yearly payroll approaching a half-million dollars.

Secret Process Currency Ink—One of the most unique of the smaller industries of Troy has been the manufacture of currency ink for the United States Government, virtually all this class of product having been produced in the widely-known factory of Titus Eddy & Son. the business having been owned and conducted by members of the Eddy family for several generations. The family has held secretly the recipe for the secret process by which this currency ink has been manufactured, and the Treasury Department of the government, through many years of changing conditions due to successive administrations, continued to favor the Eddy firm with an exclusive contract for the purchase of this remarkable ink. The Eddy ink, until a few years ago was used to print all the paper currency issued by the government, so that whoever was fortunate enough to possess the United States bank or treasury notes,

whether in great or small amounts, carried with him a continuous advertisement of an industrial product that has been peculiarly that of Troy. About the time of the World War the government began the use of other ink, but the Eddy ink is used for the printing of bonds and various work where ink is required that cannot be duplicated.

Another product of a Troy concern which has an intimate relation to the making of United States money—this time metal money—is the hydro-extractor, manufactured by Tolhurst & Co. of this city. This device may be best explained to the uninitiated by the following from a local publication: "Every coin that jingles in the pocket of every person who uses American money manufactured within a comparatively few years has passed through a machine which is manufactured in this city. Troy products hold an important place in the country's industrial activity, but probably few Trojans know that every penny, nickel, dime, quarter, fifty-cent-piece and every big round dollar which is made by the government goes through the Troy-made machine before it is finished. The machine is known as the Tolhurst centrifugal metal dryer and is in use in every mint in the nation. Other manufacturers who make small metal parts also use it. The process, which is patented by the Troy concern, is simple in the extreme. The articles are placed in the basket of the centrifugal and, while revolving, a fan forces hot air through them; the centrifugal force developed throws off all drops of water, while the hot air almost instantly dries the load. The process replaces the old method of the sawdust tumbling board."

The Rail Joint Company, which occupies the old foundry and plant at the foot of Wynantskill, brought up to date and enlarged, is a local industry of importance in its class, and enjoys the patronage of a large number of railroads, steam and electric, as well as that of private manufacturers and contractors which maintain rail lines. The concern is classed among the industries that have given Troy that prestige which has been rightly earned as a city of diversified activities.

Architects of this and foreign countries, as well as owners of numerous factories and other establishments, have become well-acquainted with a Troy-made product, the Globe ventilator, manufactured by the Globe Ventilator Company at its plant on River Street. Leading railroads of the United States have also adopted the Globe ventilator for use in their passenger cars. The company, in addition to manufacturing the famous cylindrical ventilator, produces a ventilated ridging which is a snowproof ventilator. Public buildings, as city and town halls, schoolhouses and libraries, as well as numerous educational structures, are equipped with ventilators "made in Troy."

CHAPTER XXXII.

WOMAN'S INVENTION CREATED INDUSTRY.

How the Collar Left the Shirt Nearly a Century Ago—Troy Housewife's Clever Device to Save Laundry Work—Retired Minister Introduced Detached Collar in Trade—Pioneer Manufacturers and Evolution of Neckwear—Introduction of the Sewing Machine—Mechanical Devices in Immense Factories Supplanted Home Work—Numerous Small Factories Metamorphosed Into a Few Great Corporations—Descended Through Generations of Owners and Operatives—High Standard of Working Conditions Maintained—Numerous Intricate Processes From Cotton Cloth to Finished Product—15,000 Employees Produce Ninety Per Cent of the World's Collars—Origin of the "Troy Laundry"—Shirtmaking and Allied Industries—Naming of Collars—Museum of Neckwear of the Famous—The Sartorial Adonis of the Billboard.

Upon a woman's invention nearly a century ago was builded what for more than half that period has been the principal industry of Troy—the manufacture of collars—an industry in which 15,000 operatives, eighty-five per cent of whom are women, are employed in more than a score of modern factories—which would cover seven square city blocks, five stories high, were they brought together—owned and operated by a dozen firms and corporations and producing annually a manufactured product of more than $40,000,000 in value, or slightly more than the total capital invested.

Usual Order Reversed—The story of the origin and development of the manufacture of collars and cuffs in Troy reads like a romance. The saying is almost axiomatic that practically all of the labor-saving inventions for the benefit of women have been made by men, but in this instance one of the most common and useful articles of wearing apparel for men was invented by a woman. Mrs. Hannah Lord Montague made the first detachable shirt collar in her home at 139 Third Street, Troy, probably in the year 1827. The development of the making of collars into a great industry was from such a small beginning, being in its early days confined almost entirely to a few homes of Troy, that the inventor of the collar was entirely lost sight of; and when their manufacture developed into a leading industry, its origin continued to be obscured in doubt down to the time of the Troy Week celebration in 1908. Most persons connected with the collar industry seemed to assume that the separate collar, like Topsy, "just growed."

Belated Discovery of Inventor—In searching for material for a history of the industry for "The Troy Times" Art Section in connection with the Troy Week observance, the compiler of the present history was struck by the incongruity of the statement commonly accepted that a retired Methodist minister was the originator of both the collar and the

industry. No one connected with collar making seemed to know just how it came about. Finally, Miss Harriet B. Lord and her sister, Mrs. Moses Warren, members of a well known Troy family, on being interviewed concerning other historic matter revealed the fact that it was their aunt, Mrs. Montague, who made the first collar, and their story, authenticated by documentary evidence and some early relics still preserved in the family, was first published August 29, 1908, together with portraits of Mrs. Montague and her husband, Orlando Montague. The seal of authority was placed upon the invention of Mrs. Montague by the Citizens' Historical Committee, of which John H. Peck was chairman, when that committee, after diligent research to ascertain all the facts and sift the evidence, declared that beyond a reasonable doubt Mrs. Hannah Lord Montague was entitled to be regarded as the originator of the separate collar. Accordingly, the committee caused to be placed a bronze tablet on the former Montague residence, which was then still standing at 139 Third Street, on the west side, between Ferry and Division streets.

A Housewife's Short Cut—Mr. Montague, who lived during the early part of the last century, was a maker of women's fine shoes, which were then entirely made by hand. He was a man of imposing stature, scrupulously neat in his habits and very proud of his fine linen, which he considered an important part of his sartorial makeup. In those days all of the laundry work, as well as the making of a large part of the wearing apparel, was done in the home. It is no wonder then that Mrs. Montague, as she faced the task of washing and ironing the numerous shirts which Mr. Montague's fastidious taste demanded, often pondered over the circumstances which made it necessary to wash a whole shirt just because the neckband was soiled. As she wrote to one of her relatives in after years, she did not recall just how it came about, but suddenly, as if by inspiration, she stopped in the midst of her preparations for laundrying, seized a pair of shears, and snipped off the collar; then, attaching a piece of white tape at either end and sewing the selvage, she presented the crude affair to Mr. Montague's judgment. He readily consented to try the experiment of wearing the separate collar and with so much success that the thrifty housewife made a number of others. The advantages of the collar which could be laundered and ironed separately, thus reducing one of the bugbears of housework to a considerable extent, were so manifest at once that all of her friends who saw them, immediately took pattern and adopted the same expedient.

Biographical Sketch—Mrs. Montague was born Hannah Lord, in Canaan, Columbia County, December 14, 1794, a daughter of William A. Lord, Revolutionary officer, member of Assembly and author of "Lord's Military Tactics," used by the early State Militia. She was married to Orlando Montague August 14, 1817, and came with him to Troy, where she resided during the greater part of her life. Orlando Montague was born in Sunderland, Massachusetts, October 11, 1789, and died in Troy August 4, 1862. Mrs. Montague died at the home of her son in

ROBBINS PUBLIC LIBRARY

HANNAH LORD MONTAGUE

ORLANDO MONTAGUE

Troy woman who invented the first detachable collar and her husband who wore it.

RIVER FRONT PORTION OF THE COLLAR SHOP DISTRICT OF TROY.

Saybrook, Connecticut, December 1, 1878. Both were buried in the Lord family plat in Oakwood Cemetery, Troy. For many years they resided in the Third Street home, and Mr. Montague was a prosperous merchant and manufacturer.

First Collar Manufacturer—The vogue of the detached collar spread so rapidly throughout the city and adjoining communities that Rev. Ebenezer Brown, a retired Methodist clergyman, who kept a small notion store at 285 River Street, after several requests for the new article of wearing apparel, conceived the idea of making and selling them as a business, and thus became the progenitor of the collar manufacturing industry. His wife and daughters cut out with scissors, stitched by hand and laundered the first commercial collars, many of which he disposed of by peddling from house to house. These collars were of two ply only, and sold for two shillings singly, that is, twenty-five cents, or two dollars by the dozen. These were the original "string collars," ordinary folding two-ply collars such as are commonly seen to-day on negligee shirts, attached to a narrow band with strips of tape at either end, which were wound round the neck over the collar and shirt bands and tied in the back to hold it in place. As may be imagined, this collar was entirely detached from the shirt and frequently "quite separate," the stock worn with it and knotted in front, being depended upon to fill the gap. The demand for the collars sold by Rev. Mr. Brown increased so rapidly and the product became so popular that he soon set aside a workshop in the rear of his store where he employed several women. Besides this he sent out much material, which he had previously cut, to be sewed and laundered in various homes, where women were found willing to do this work. With his monopoly of the business Rev. Mr. Brown became a dictatorial capitalist, fixing his own terms, and he required those who engaged to make collars that they cut, stitch, wash, starch, iron and deliver the work which he gave them and take the compensation "out in trade" at his store and at his own price. From being his own salesman and making personal deliveries he extended the business to wholesaling to Troy, Lansingburgh and Albany dealers, who soon found a ready sale for the "store collars."

First Collar Factory—It was not long, however, before Rev. Mr. Brown had competition in his enterprise, and Orlando Montague, who himself wore the first collar, was numbered among the first of Rev. Mr. Brown's competitors. With Austin Granger he formed a partnership under the style Montague & Granger, and began the pioneer manufacturing of collars as a factory pursuit at 222 River Street. It was in this shop that the first improvements on the original "string collar" were made; one of the early developments being the Bishop collar, an upright modification of the original turn-down collar. He also began the manufacture of separate cuffs, and the sham or detached shirt bosoms, commonly called "dickeys," which were frequently worn by men half to three-quarters of a century ago, and by some even later.

The Mark of the Gentleman—Something akin to a collar has been the mark of the gentleman for centuries, and French gallants and courtiers as early as 1540 wore linen ruffs and frills. Like many picturesque details in dress, the ruff probably hailed from Spain, but soon found favor in France and in England. Striking examples of this personal adornment were evident in the days of Shakespeare and Sir Walter Raleigh, during the Elizabethan period. The monstrous ruffs were made of cambric, Holland lawn and the finest and sheerest of materials. Against the extravagant ruff of the Cavalier and as a rebuke to its showiness, was opposed the "playne band" of the Puritan. Van Dyck painted Charles the First in a moderate ruff turned over to lie down like a collar. The plain bands were the forerunners of the Eton or Buster Brown collar of the small boy, which have had vogue from time to time. Stocks were worn in the Colonial days with the powdered wig of our ancestors, and they survived in modified form during the early days of the separate collar. The stock was varied by the vogue of the silk kerchief, wound about the throat and revealing only the small tip of the collar above. The early collars were more or less rolling and were held rather closely about the throat by the stocks or tie band.

Evolution of the Collar Button—The objection to the early collar was the separation that frequently took place between the collar and the shirt band, even though the former were tied rather snugly over the latter. This led to the expedient of basting the collar and shirt band together after laundering, but this was found very inconvenient. The use of buttons, sewed front and back with buttonholes in the collars led, by various stages of evolution, to the separate collar button—and incidentally to an increase in profanity—and practically all collars have been supplied with buttonholes for more than fifty years. The highly starched and glossy standing collars, as tall as the neck of the wearer would permit, were for several years regarded as the "heighth of fashion." Those, the shape of whose necks did not permit, were favored with the wing and tab collar and the introduction of the fold or double collar, which did away completely with the saw-edge, generally credited to the laundries, became instantly popular and has outnumbered all other forms of the collar for about a quarter of a century. The straight or wing starched collars have held their vogue as the collar of fashion; but during the World War nearly 4,000,000 young men learned the comfort of going practically collarless, and the soft collar, as an article of wearing apparel, though introduced as a separate collar before the war, became quite generally popular. There is no indication, however, that the starched collar will not retain its place as a really proper neck dress for all except the most informal occasions.

The "Troy Laundry"—In 1835, Independence Starks located at 66 North Second Street and undertook laundry work for the public and trade, as well as collar making, and thus established the first "Troy Laundry," an institution which has carried the name of Troy to every part of the United States and even to foreign countries. The designa-

tion "Troy Laundry" is known in many places where the residents have little knowledge of the city where it originated.

Home Work—In May, 1835, Lyman Bennett, a carpenter, living at 24 North Third Street (Sixth Avenue), began manufacturing collars on the home-work plan. His wife cut the linen and muslin into the desired shapes from patterns which they devised and he carried them to the homes of various women employed to do the stitching, starching and ironing. This primitive method of home work was probably the most significant feature in the development of the collar industry as an almost exclusively Troy institution. For nearly half a century the collars were cut in comparatively small plants, which provided facilities only for handling the cloth from which they were made and the final sorting, boxing and shipping of the finished product. The cut collars, tied in dozens, were distributed by delivery wagons, commonly known throughout the city as the "collar express," to homes in every part of Troy and the surrounding communities. Many business men of the city recall that as boys they carried collars on routes throughout the city before and after school for $1.50 a week. In the homes the stitching, turning and button-holing were done by hand, and the finished collars were starched and ironed and neatly tied in dozen packets for collection and return to the manufacturer and distributor.

Introduction of Machinery—The invention of machines of wonderful facility gradually reduced the economic efficiency of this home work, the introduction of power for sewing and other machines made collective manufacturing in a systematically arranged plant more efficient. Then came the button-holing and folding machine, but until comparatively recent years the operation known as "turning," that is, reversing the sewed collar, or turning it inside out, was still done in many homes in the city, and considerable quantities are so handled even yet. The final invention of a practical turning machine sent this process largely into the factory along with the others.

Handed Down Through Generations—While a collar looks like a simple thing to make, its perfect fit and conformity to a variety of necks has been a matter of painstaking development and constant improvement. As a matter of fact, about fifty major operations are involved in making the collar, and all the movements, including inspection, handling and boxing, require more than a hundred operations. Unlike the making of the original collar, no one operator makes a collar to-day; in fact, it is rare that one worker performs more than a single operation, but she becomes so expert at that one that she is able to produce a very great volume of work in the aggregate. One of the principal reasons for the continued centering of collar making in Troy—and this city produces ninety out of every one hundred collars worn—is that efficiency in the processes of the industries have been handed down from mother to daughter for generations, and the quality of the product is due to the continued loyalty of these employees and their devotion to the industry as a life work. It is not unusual to find a grandmother, her daughter

and her granddaughter employed by the same company and perhaps working in the same room, and, due to various exigencies, those who have worked in the shops as girls often come back to that employment after marriage or in case of widowhood.

Long Periods of Service—It was recently pointed out that in one of the larger plants four hundred and sixty-seven employees have been with the company for more than twenty years, two hundred and six for twenty-five years, one hundred and twenty-five for thirty years, and recently one woman employee was retired with a pension after a continuous service of more than fifty years. The character of the industry, the requirement for absolute cleanliness in every operation, which demands modern equipment well kept, has tended to produce the finest type of factory employees, and Troy collar girls are famous for their beauty and attractiveness. Of the 15,000 persons directly employed in Troy plants, more than eighty-five per cent of whom are women and girls; practically all are American born, and it can truthfully be said that no industry nor city in the country can boast of a finer group of workers. In addition to those directly engaged in the collar, cuff and shirt industries, there are more than as many more indirectly interested or engaged in allied industries and occupations, such as paper box making, laundering and shipping.

Shirt Making Industry—The manufacture of detachable cuffs did not begin until 1845, and, as in the making of collars, every process was then done by hand. In recent years the detached cuff has disappeared, except for dress purposes. In the same year that marked the advent of the cuff the manufacture of shirts was begun in Troy by Lawrence Van Valkenburgh in his factory at the southeast corner of Seventh Avenue and Elbow (Fulton) Street. Of course, Troy can claim no credit in the way of the invention of a shirt, as that article of wearing apparel appeared in remotest antiquity, but as a factory industry, shirt making was a pioneer effort in Troy.

Advent of the Sewing Machine—It was not until the winter of 1851 and 1852 that anyone entertained the idea that a product like collars and cuffs could be made by machinery; its intricate processes were considered as only capable of accomplishment by hand. To Jefferson Gardner, one of the pioneers in collar manufacturing, who formed a partnership under the name of Gardner & White in 1840, at 335 River Street, belongs the credit of being the first to recognize the merit of the sewing machine in connection with the industry, and he gave it a trial in his stitching room in 1852. The first perfected sewing machine was patented in 1850, and during the winter, a year later, Nathaniel Wheeler, representing Wheeler & Wilson Company, its manufacturers, visited Troy to obtain patronage for the invention of Allan B. Wilson. He left Troy disappointed, as people in those days were as skeptical of innovation as they frequently still remain. Mr. Gardner, however, decided to give the improved machines a trial. Though the stitching was somewhat coarser than hand work, from that beginning machines

were gradually introduced in the homes of workers and to some extent in the factories. With constant improvement and the introduction of steam power, in the course of time machine sewing replaced hand work for all straight stitching.

Improved Mechanical Processes—But even before the advent of sewing machines, various improvements and inventions gradually displaced the primitive methods. The cutting knife had superceded the scissors; artfully made wooden blocks had taken the place of clumsy paper patterns, while the processes of laundering, replacing the simple tub by revolving drums, had been entirely revolutionized. By 1855 hand sewing in the factories had been practically abandoned and fatiguing foot-power had been replaced by steam operated pullies and shafting. Numerous other inventions have been introduced from time to time in all branches of the collar industry; the perfection of the buttonhole machine about twenty-five years ago being regarded as little short of wonderful, and the long-deferred consummation of an automatic machine that would turn a collar, did away with almost the last of the major processes by hand. By the introduction of complete machinery operated by electricity in some of the most modern factories, practically every process that goes into the making of a collar, from the cutting of the cloth to the boxed product, may be done by machinery, but in the perfection of the better class of products some of the skilled hand work is still retained. It is not to be inferred that even with the more modern labor-saving machinery a high degree of manual skill is not required, for the success of the machine operation is dependent very largely upon the skill, intelligence and efficiency of the operatives to even larger extent than is the case in many other industries.

Early Manufacturers—Lyman Bennett, who is sometimes called "father of the collar trade," and who started a sort of home industry in 1834, like Rev. Ebenezer Brown, soon found his business so profitable that early in 1838 he was able to provide manufacturing facilities at 308 River Street and bestowed his entire time upon the business. He remained there until 1853, when the partnership of Bennett, Hicks & Edson was formed and more commodious quarters were secured at 344 River Street. Numerous changes in the style of the firm took place until 1866, when Mr. Fellows, Bennett's son-in-law, became a member of the firm of Bennett & Fellows, which became Fellows & Curtis in 1871 and Fellows & Company in 1884. Lyman Bennett died February 9, 1879. Other early manufacturers were Wood Babcock and John W. White.

Corliss, Coon & Company—In 1838 John M. Corliss began collar making at 81 Sixth Street, the firm becoming Holdridge & Corliss, and then becoming Corliss & White in 1840 and removing to 345 River Street. This firm was dissolved in 1842 and was conducted by Mr. Corliss alone until 1846, when Hiram House became a partner of the firm of Corliss & House. In 1868 John M. Corliss & Son was located at 24 Fifth Street, removing in 1871 to 15 Sixth Street and in 1878 occupied two entire

floors of the E. & W. Building. The transition of the firm to Corliss Brothers & Company occurred November 1, 1883, and before 1895 the firm became Corliss, Coon & Company and in 1905 occupied a plant on Van Schaick Island, Cohoes, near the western end of the Twelfth Street Bridge. The company incorporated in 1913. George Othniel Coon, president of the company, is a nephew and namesake of Othniel Edson, partner of Lyman Bennett, often called "father of the collar industry."

Earl & Wilson—The next newcomer in the field was William S. Earl, who, after serving two years in the factory of Jefferson Gardner, started in 1850 as a manufacturer and wholesale dealer in ready made linen at 51 North Third Street. In 1856 he formed a partnership with Edwin D. Blanchard as Earl & Blanchard and occupied part of the Manufacturers' Bank Building at River and King Streets. On the death of Mr. Blanchard, Mr. Earl formed a partnership, January 1, 1867, with Washington Wilson, under the name of Earl & Wilson, which has continued to designate the business since, and paved the way to fortune for both of the partners. The first factory was at 5 Union Street, where they began manufacturing collars and cuffs, and in ten years, with the growth of business, the firm purchased the southeast corner of Broadway and Seventh Avenue, where the building was erected, which, with extensions and additions, has been occupied since. The main offices of the firm, which were located in New York under Mr. Wilson's direction for many years, were removed to this city about January 1, 1900. Gardner Earl, son of William S. Earl, was admitted to the firm in 1879, but died May 3, 1887, and Arthur R. Wilson, brother of Washington Wilson, entered the firm in 1881 and became president on incorporation, May 1, 1909. Edgar K. Betts was admitted in December, 1887, and for years directed the manufacturing end of the business. Mr. Betts' son, Edgar H. Betts, entered the firm in 1907 and succeeded Mr. Wilson as president, January 28, 1915.

Cluett, Peabody & Company—In 1850 Maullin & Blanchard began operations at 282 River Street, and in 1856 became Maullin & Bigelow. George B. Cluett, who was destined to play an important part in the development of the collar industry, became a partner in the firm in 1861, the name changing to Maullin, Bigelow & Company, and in 1862 to Maullin & Cluett. In 1863 Mr. Maullin died and George B. Cluett, J. W. A. Cluett and Charles J. Saxe organized a concern known as George B. Cluett, Brother & Company. Mr. Saxe was a special partner and held interest but a few years. In 1866 another of the Cluett brothers, Robert, became a partner. Rowland Norton was associated with the firm from 1874 until his death, May, 1887, and the three Cluett brothers continued under the same name. From 1862 to 1874 the business was located at 390 River Street. In 1875 quarters were erected at 74 and 76 Federal Street, but the building and most of its contents were destroyed by fire March 20, 1880. Temporary quarters were immediately found in a loft at Fulton Street and Sixth Avenue and business proceeded without interruption. The first of the series of factory buildings, which now unitedly form the largest collar factory in the world, was erected in 1881 covering an area of one hundred feet square. The second building, fifty by one

hundred feet, was occupied in 1884, and a third structure, one hundred feet square, in 1890. In 1889 the firm of George B. Cluett, Brother & Company united with Coon & Company, under the name of Cluett, Coon & Company, and was composed of the following members: George B., J. W. A., and Robert Cluett, John H. and Daniel W. Coon, Henry C. Statzell, and Frederick F. Peabody. Coon & Company had been established in 1856 by John H. Coon and S. W. Cole, first manufacturing collars at the northwest corner of Grand and River streets. After various partnerships the firm became Coon & Company in 1879. The success of Coon & Company was due in no small measure to the individual enterprise of the several members of the firm. Each had his field of repsonsibility, D. W. Coon taking charge of the factory in Troy, J. H. Coon, H. C. Statzell and F. F. Peabody having the direction of the several salesrooms in New York, Boston, Chicago, and San Francisco. In 1857 Cole & Coon, who moved to the Manufacturers' Bank Building, and J. M. Van Volkenburg became the concern of Cole, Coon & Company. Mr. Cole withdrew in 1861 and Mr. Van Volkenburg in 1878, when the firm became known as Coon, Reynolds & Company, with Daniel W. Coon as the Company. The death of W. H. Reynolds in 1879 led to the formation of Coon & Company, composed of John H., Daniel W. Coon, Henry C. Statzell, and Frederick F. Peabody. After occupying the building at 7 Union Street for twenty years, except for a lapse during repairs after the great fire of 1862, business was moved in 1881 to 7 Union Street, where manufacturing was in charge of Daniel W. Coon and Howard S. Kennedy. John H. Coon along with Henry C. Statzell gave attention to the New York offices and other Eastern branches, while Frederick F. Peabody was in charge of the Chicago office.

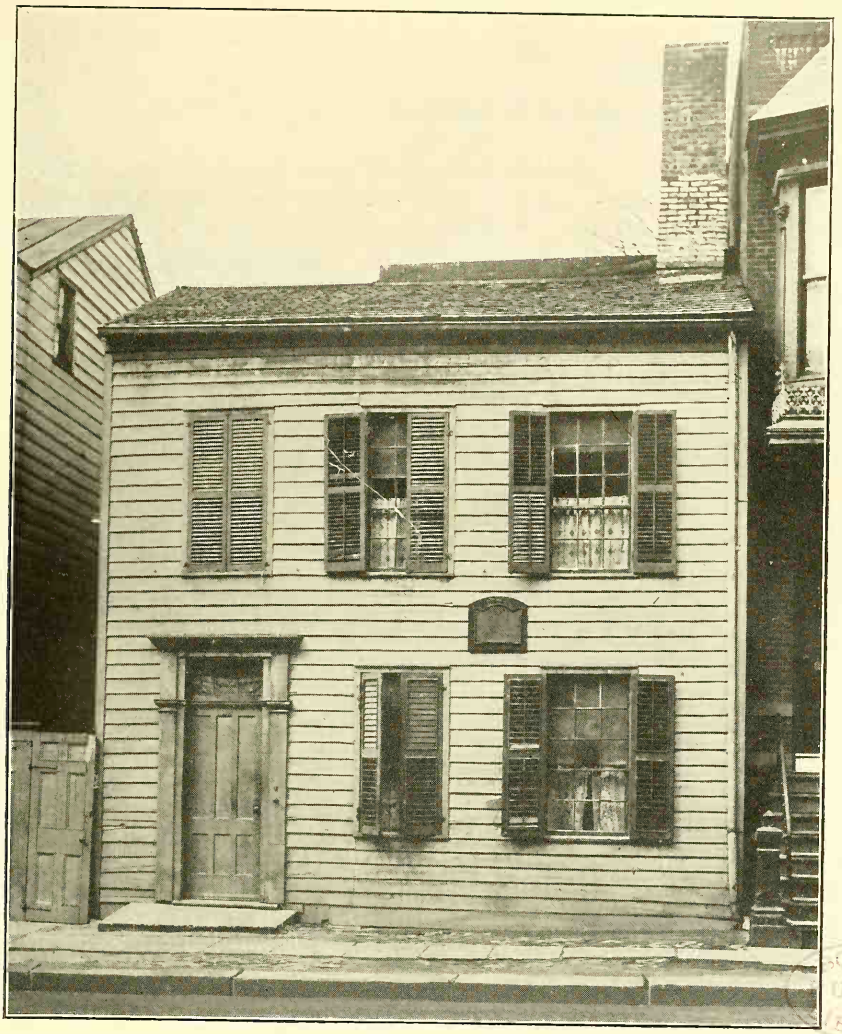
The building at the corner of River and Jacob streets was rebuilt early in the present century and in 1916 the model, fireproof, reinforced concrete structure, extending south from Hutton Street, was added. This union of buildings forms a structure 792 feet long and about 125 feet deep from River Street to the river front and from six to eight stories in height. In the last three decades there has been a notable concentration of the collar industry and the number of firms have been reduced from twenty-nine to twelve. The growth of Cluett, Peabody & Company has been so extensive that several plants of retiring firms have been added to those of this company. Notable among these were the Searle, Gardner & Company Building at Middleburgh and River streets and the Jay Street factory, erected for Wilbur, Campbell & Stephens. In the perfection of the economies of the industry, Cluett, Peabody & Company erected a bleachery plant on Peebles Island in 1910 so as to handle the cotton cloth directly from the mills in the South to the finished product, whether collars or shirts. The firm of Cluett, Peabody & Company was incorporated in 1901, having been operating under that name from the time of the retirement of Daniel W. Coon in 1898. George B. Cluett was the first president under the incorporation and the succeeding presidents have been as follows: Robert Cluett, F. F. Peabody, Howard S. Kennedy and George A. Cluett. Beside the big plant and its auxiliaries located in Troy and in which the collar business of the firm is practically

concentrated, the corporation also maintains a big shirt-making plant at Leominster, Massachusetts, plants at Rochester, New York, Norwalk, Connecticut, St. Johns and Kitchener, Quebec, Ontario, Canada.

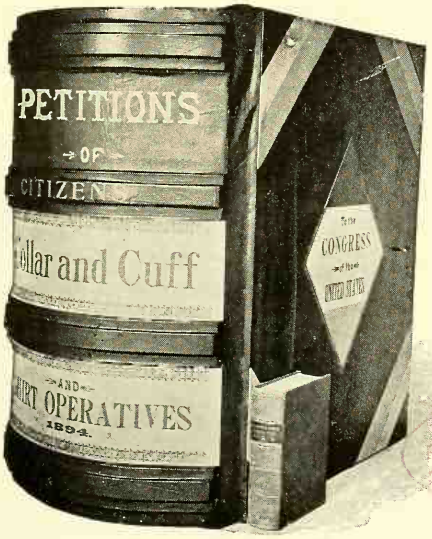
E. W. Marvin & Company—Gunnison & Stewart commenced the making of ladies' linen collars and cuffs at 11 Fourth Street in 1856. The firm became William Gunnison & Son in 1878. The senior member died in 1883 and Gunnison & Marvin succeeded in 1886. This business still has a continuation under the name of E. W. Marvin & Company.

Geo. P. Ide & Company—The inception of the present business of Geo. P. Ide & Company was brought about through the partnership in 1865 of the late George P. Ide and S. V. R. Ford, under the name of Ide & Ford. Mr. Ide, who was one of its pioneers, became an important factor in the development of the collar, cuff and shirt industry, and began manufacturing in the Gurley Building at 506 Fulton Street. In 1867 Samuel N. Ide was admitted to the concern, which changed its name to Ide Brothers & Ford. In 1872 the latter withdrew and Charles E. Bruce was admitted to the firm, becoming Ide Brothers & Bruce. On a dissolution of the partnership in 1878, Samuel N. Ide withdrew and his son, James M. Ide, was admitted, the firm becoming George P. Ide, Bruce & Company. In 1882 Frank B. Twining was made a partner, the firm becoming known as Geo. P. Ide & Company, which has been continued since incorporation in 1920. Alba M Ide, eldest son of George P. Ide, was admitted in 1889, and Herbert S. Ide in 1897. Since the decease of George P. Ide, Sr., March 3, 1907, there have been added to the firm his other sons, A. Harris Ide and George P. Ide, Jr. Frank B. Twining is president of the company. The first factory acquired by the firm was on the west side of River Street, north of Hutton, occupied in 1880; in 1882 another large building was added and about 1898 still another factory was added. The business, however, continued to outgrow its plant, extending north on River Street from Hutton, until in 1907 a six-story brick building with a frontage of more than one hundred feet on River Street and with a floor space of 90,000 square feet was erected. An additional factory in the same block was acquired in 1916.

Lion Factory—James K. P. Pine, another of the outstanding figures in the collar industry of Troy, was first associated in business with H. W. Cole and Clinton M. Dyer as Cole, Dyer & Pine, who began manufacturing in the Gurley Building on Fulton Street in 1862. Their successors were: Dyer & Pine, 1867; Pine & Miller (H. B. Miller), 1868; Pine, Miller & Dunham (T. M. Dunham), 1869; Pine, Adams & Dyer (Charles H. Adams), 1874; Pine & Hamblin (Myron C. Hamblin), 1879; and James K. P. Pine in 1880. Mr. Pine moved to Lansingburgh in 1884, where he had erected a five-story brick building at the southeast corner of Second Avenue and 121st Street, covering about half of the site of the present Line factory, which was later extended through the whole block. The United Shirt & Collar Company was formed by a consolidation of five well-known manufacturers in this city and was incorporated May 7, 1890, with a capital of $2,000,000, beginning business July 1 of that year



WHERE SEPARATE COLLAR WAS INVENTED, 1827.
Home at 139 Third Street, Troy, of Hannah Lord Montague, who made first detached collar, and her husband, Orlando Montague.



LARGEST PETITION TO CONGRESS.
Protest against removal of tariff on collars and cuffs. 1894, contained 70,000 names, weighed 580 pounds, volume 3 ft. long, 30 in. wide and 4 in. thick, compared with large volume of Shakespeare's Works.

in the Lion factory with Samuel B. Sanford, president; Frederick Beiermeister, Jr., and David C. Briggs, vice-presidents; James K. P. Pine, treasurer, and Edward O. House, secretary. The firms united were: S. A. House's Sons, James K. P. Pine, Sanford & Robinson, Beiermeister & Spicer, and Marshall & Briggs. S. A. House's Sons, John M. and Edward O., represented the business begun by Samuel A. House at 3 Fourth Street in 1853. Sanford & Robinson (Samuel B. Sanford and George S. Robinson) in 1867 succeeded to the business begun the year before by Day, Robinson & Bradshaw at 719 First Street. In 1881 John and Robert Squires became members of that firm, manufacturing collars and cuffs on the northeast corner of Fifth Avenue and Broadway. Frederick Beiermeister and his son Frederick, Jr., under the name of Beiermeister & Son, started in 1875 at 361 River Street. On the retirement of the elder member the firm became successively Beiermeister, Smith & Company (R. H. Smith) in 1880; Beiermeister, Smith, Burden & Company (John Burden) in 1881; Beiermeister & Burden in 1882 and Beiermeister & Spicer (George A. Spicer) in 1884, then manufacturing at 509-513 River Street. Marshall & Briggs (John A. Marshall and David C. Briggs), the fifth firm of the combination, began business in 1876 at 377 River Street. For a number of years after the United Shirt and Collar Company was formed the business offices remained at the northeast corner of Fifth Avenue and Broadway, the "Anchor Factory" at 509-513 River Street and the Lion factory in Lansingburgh. The United Shirt and Collar Company, which was continued following the death of James K. P. Pine, September 17, 1919, underwent a reorganization in 1922, under the name of Lion Collars and Shirts, Inc., and in July, 1923, the William Barker Company, which operated a factory in Watervliet, was absorbed into the new corporation.

Hall, Hartwell & Company—Justus Miller engaged in manufacture with A. P. Hamblin and Joseph Wheelock, under the name of Hamblin, Miller & Company, at 464 Fulton Street in 1866, becoming Miller & Wheelock the next year. On the admission of E. W. Bingham in 1874 the firm took the name of Miller, Wheelock & Company, at 22 King Street, and the following year Miller & Bingham succeeded to the business, which was moved to 421 and 423 River Street. Justus Miller continued to conduct the business under the same name after the death of his junior partner in 1877 until the River Street building was burned December 7, 1879. After using temporary quarters, July 1, 1880, he occupied the present factory building erected for him on the west side of River Street, between Hoosick and Vanderheyden streets. In 1884 the firm of Miller, Hall & Hartwell was formed by Justus Miller, his son Frank B. Miller, William L. Hall, and Charles E. Hartwell. January 1, 1923, the business was incorporated under the name of Hall, Hartwell & Co., Inc., with the senior partner, Joseph McKay, as president; Ralph Hunter, vice-president, and Burton K. Woodward, treasurer and secretary; the Board of Directors being composed of these three officers.

Van Zandt's, Inc.—The present corporation of Van Zandt's, Inc., succeeded to the business of Van Zandt, Jacobs & Company in 1923, the fac-

tory being located at the southwest corner of River and Rensselaer streets. Clarence E. Van Zandt and J. A. Jacobs organized the firm February 1, 1887, succeeding the Coöperative Collar & Cuff Company. Mr. Van Zandt is president of the new corporation.

Joseph Bowman & Sons—Among the older collar concerns still active is Joseph Bowman & Sons, located for many years at 553 and 559 Federal Street, although their business has not been confined lately solely to collar manufacturing. Joseph Bowman began the business in 1853 with William F. Mosely, under the name of Bowman & Mosely. The two sons of the senior member, Cassius M. and Joseph Bowman, Jr., in 1882 entered into partnership with him under the name of Joseph Bowman & Sons, which they have continued in the years succeeding his death.

C. W. Ferguson Collar Company had its inception in a very small way, May 1, 1899, when C. W. Ferguson entered into a partnership with Eugene H. Brown, at 519 River Street, under the name of E. H. Brown Company. Mr. Brown was a manufacturer of turning machines, who in a small loft over his machine shop demonstrated what his turning machines could do on contract work for other collar manufacturers. October 21, 1899, the firm name was changed to Brown-Ferguson & Company and its floor space doubled. Mr. Ferguson purchased Mr. Brown's interest June 24, 1900, and the firm name was changed to Ferguson & Kirsop, with the admission of George Kirsop, Jr. Later the latter sold his interest to Thomas S. Breslin and H. J. Richmond, the firm taking the style of C. W. Ferguson & Company. The business was moved October 24, 1900, to Second Avenue and One Hundred and First Street. Mr. Ferguson purchased the interests of Messrs. Breslin and Richmond, November 26, 1900, and the C. W. Ferguson Company was incorporated with James J. Child, of Troy, and George Oliver, of Cohoes, as stockholders. The business developed rapidly and a new factory was acquired at 385 Third Avenue, Mr. Ferguson purchasing the interests of Messrs. Child and Oliver, and forming a new corporation, The C. W. Ferguson Collar Company, with J. Wright Gardner, October 1, 1906. Mr. Gardner sold his interest to Mr. Ferguson, November 27, 1912, and the latter has continued the business since. January 1, 1924, the firm added a new department, that of manufacturing canvas, jersey and leather palm gloves, which is growing rapidly and is a promising new Troy industry.

The E. J. Conlin Company, formed by Edward J. Conlin in 1907, entered collar manufacturing and developed rapidly, becoming incorporated in 1911.

The Troy Collar Company is numbered among the older concerns, having been started fifty years ago by Miller & Keenan, and about 1900 was taken over by O'Neil & Powers. In January, 1924, the business was purchased by John Tashjian.

Former Concerns—Among the collar manufacturing firms which have suspended, retired from business, or been absorbed in the last quarter of a century are: Searle, Gardner & Company and Holmes & Ide, last

located at Middleburgh and River streets, and Wilbur, Campbell & Stephens at River and Jay streets, whose buildings were purchased by Cluett, Peabody & Company; the International Shirt & Collar Company, which combined May 30, 1906, with H. C. Curtis & Company, and whose building at Adams and River streets is now used as a clothing factory; Emigh & Straub, Fellows & Company, successors to Fellows & Curtis; Tim & Company, located for nearly forty years on Sixth avenue, south of Broadway, and J. Stettheimer, Jr., & Company, who first engaged in business at 310 River Street in 1863. There have been numerous other smaller concerns and shops which have gradually given way before more efficient and economical manufacturing due to concentration of the business in the hands of a few large concerns.

Intricate Processes in Making Collars—It is often true that those things which are commonest to us we frequently have the least definite knowledge about. While most men, in this country at least, wear collars, how few there are, outside of those actually employed in the industry, who are familiar with the almost infinite details with which the making of these small and common articles of wearing apparel are attended? It is somewhat surprising to those unacquainted with the manufacture of collars and cuffs to learn that frequently a single collar passes through as many as fifty or even more different operations, each requiring the attention of a skilled operative in that particular branch of the work, before it becomes the immaculate dress accessory as we see it in the haberdashery or in use.

The manufacture of collars is a most particular business, and the finished product is the most absolutely perfect in every detail of any article of attire. Every seam must be even, the ends and points must absolutely align and the front button holes must be exactly opposite each other, else the collar is worthless, because every slightest variation is evident.

The various steps in the manufacture of a collar are exceedingly interesting. While similar in general features the operations are varied according to the style and shape of the collar to be produced, and numerous variant processes are introduced here and there by different manufacturers to effect innovations intended to improve the wearing qualities of the collar or contribute to the comfort of the wearer. With the relative merits of these innovations the present article has nothing to do, but they are mentioned to emphasize the fact that the Troy collar manufacturers to-day are studying unceasingly every feature of the collar, every phase of its manufacture and every up-to-date machine or device which may be employed to produce the most perfect results. In the early days a "collar was a collar," but to-day each particular style and brand is invested with as much individuality as any other article of wearing apparel.

For the benefit of the uninitiated the following description of the various operations employed in a modernly-equipped Troy factory to make a collar—or, rather, the various collars—is here presented:

In the first place cleanliness predominates everywhere, and is absolutely essential to the production of the finest work. The workrooms of the various factories are also well lighted, ventilated and heated. While not noiseless, even the operation of hundreds of electrically-driven sewing machines in a large room produces only a low rhythmical sound quite unlike the discordant notes in many textile factories.

In general, all detachable collars may be divided into two classes—standing and fold collars. The standing collars include the straight, the poke and the wing varieties. Fold collars vary all the way from the low band, similar in appearance to the ordinary collar attached to a shirt, to the high, double collar, which is now very commonly worn by men. Technically speaking, the "band" is only that portion of the collar which contains the buttonholes and to which the top or outside of the collar is attached. Most collars to-day are four-ply; that is, they consist of the outside facing, two layers of interlining of heavier cloth to give the collar body, and an inside facing.

Before the days of shrinking the material, the appearance of "welts" or wrinkles in the interior folds of a collar on relaundering was common. To-day most manufacturers submit the cloth as it comes to them from the mills to a full shrinking process. The thoroughness with which this is done has much to do with retaining the size and shape of the collar. This shrinking, which is the first process in collar-making, has been reduced to such an exact science that quarter-sizes are now commonly on the market, and the size is retained through repeated trips to the laundry

From Cloth to Finished Collar—In the cutting room the web of shrunken white cloth is folded back and forth on a long table, every wrinkle being smoothed out and the whole securely fastened. Practically all collars are cut by hand, machine die cutting having proved impracticable, and for hand cutting from twenty-four to forty-eight thicknesses of cloth are laid. The skilled cutter places the wooden pattern—the making of which is a trade in itself—on the cloth, and with a short, sharp hand-knife, deftly cuts around the pattern, and presto! twenty-four to forty-eight pieces of collar-lining or facing are placed on the pile at one side. For shirt cutting, sharp dies are placed on the goods and forced through the cloth by a heavy power press above the table. A cutting machine will do the work of three men. A peculiar feature of collar cutting, however, is that nearly all collars must be cut by hand, as the best machine yet devised does not do the work in cutting small pieces accurately enough. The bands for double or fold collars are cut separately and in the same manner as the tops.

In the next operation what is known as a "corner machine" is used to clip off the points of the interlining, so as to reduce the amount of material at the points of the collar, and thus minimize the liability of cracking from strain.

After the cutting is complete the inner facing of the band is stamped with the name, brand and size of the collar, and the manufacturer's name

or trademark. This is printed with indelible ink on power stamping presses.

Next the four plys, or parts, are assembled. In case of double collars the top and the band are assembled separately. Where separated tabs are employed these are also made up by themselves and attached to the collar subsequently in the stitching process. In assembling, the outside and inside facings are placed together and the interlinings on the outside. The operation following is called running; that is, the assembled parts are run together on the top and ends with a coarse stitch, or basting, merely to hold them together so they can be turned. The next proccess is forming. All wing, round and some square-end collars are formed. This consists in making an impression for the guidance of the turner. The operation consists merely of turning the basted collar right side out and pushing out the points. For the gutter-seam collar, the running seam is pushed back in again just the merest trifle, so that when stitched a beaded seam is not presented along the edge of the collar. This improves the wearing qualities and prevents "saw" edges. The top and the bands of double collars are turned separately.

Now the collar is ready for stitching. The stitching has much to do with the style of the collar, and different styles have the narrow, wide or the double stitch. The tops and the bands of double collars are made up complete, except where they are to be joined, and are then stitched together. This operation is called "banding." The stitching is done in two needle rows.

These processes so far described apply to what are known as "hand-made" collars. For "machine" collars the material, after being cut by dies, is dampened in a "sweat-box" over night. Then, by means of molds and dies, or forming plates, the edges of the collar "blanks" are turned over about a quarter of an inch, or the width of a seam, all around. The outside facing and one lining are so turned together and the inside facing and the other lining in similar manner. The tops are thus folded two and two and the bands two and one, as the latter are but three-play in machine-made collars. There is no running, pasting or turning. The tops are next trimmed along the bottom edge to give a uniform height to the collars. Then the parts are assembled and stitched, the folded-in sides being placed together. The tops and bands, after being stitched separately, are brought together and the top is inserted into the band by another machine invented since the folding machine was put into use. Most collars as now made are a combination of the so-called "hand" and "machine" work. A considerable quantity of collars is "turned" in the homes, this being practically the only home work remaining in the industry.

Throughout the numerous operations through which a collar passes every step is carefully inspected by competent inspectors and every defective piece is thrown out or sent back for correction.

The operations have been carried forward to the point where the collar is ready for the button-holes. These are made by a wonderfully constructed button-holing machine. There are two general kinds of

button-holes—the straight slit with the bar-end and the eyelet-end button-hole, similar to that commonly used on clothing, shoes, etc., with the eyelet on the outer end where the strain from the button comes. A single machine cuts the slit, punches the eyelet and makes the button-hole at one operation.

The complete collar is ready for laundry, where it is washed, starched and ironed. Whereas the high-gloss finish was in former years considered the only proper method of completing laundered collars, the so-called "domestic" or dull finish is now in vogue.

After further inspection the laundered collars go to the boxing department, where they are sorted as to styles and sizes, assembled in dozens, tied with narrow ribbons, inclosed in tissue paper and placed in boxes ready for shipment. Paper boxmaking is another Troy industry closely allied with the collar business.

From the factory the collars are shipped to the branch houses, maintained by each of the larger firms in the principal cities throughout the country, and from those houses orders are filled direct to the retailers. There are a few manufacturers who deal through jobbers, but the collar business is done very largely under the well-advertised brands of the different manufacturers. Each of the larger factories of Troy make from two hundred to three hundred different styles of collars, though the bulk of the business of a season is largely confined to thirty or forty of the more popular styles.

Whereas formerly it required months from the designing of a collar to the placing of the finished product upon the market, it now frequently happens, with improved methods of manufacture and machine processes, that a new collar may be put out in less than a month.

Naming of Collars—The practice of giving names to all styles and shapes of collars is peculiar to the industry, but adds an interesting touch of individuality. Each firm early adopted a distinctive name or brand, in many of which heraldic designs were introduced, probably due to the fact that many of the pioneer collar manufacturers were of English descent. Beside these distinctive trademarks, which are universally familiar in public advertising, each particular style of collar has a name. Although at first the names were chosen promiscuously, in recent years a system has been evolved whereby a certain type of collar bears names of similar prefix or termination. For forty years a register of collar names has been maintained by the Troy manufacturers, who have thus avoided the necessity of registering collar names in the United States Patent Office, and very few instances occur, except in some of the older names, where there is duplication. At the present time the manufacturer simply files a list of proposed names with Cornelius O. Smith, secretary of the Collar Manufacturers' Association, and if he finds that they do not conflict with any of the ten thousand names already on the register, the selections are confirmed and entered. The register was started by former librarian of the Troy Public Library, DeWitt Clinton, when there were more than thirty companies in operation in Troy, and is now maintained by eight of the leading concerns remaining. Of course, brand names such

as Arrow, Lion, E. & W., Ide, etc., are protected as registered trademarks. It is extremely difficult to trace the derivation of some of the names which have been honored by long usage, and the old saw about "Where do the names of the Pullman cars come from?" is equally applicable to the names of collars.

A Collar Museum—The evolution of the modern collar is adequately depicted in the Collar Museum, which had its foundation in an exhibition made at the Industrial Exposition, promoted by the Troy Commercial Travelers' Association in 1899, and is now maintained intact in a fair-sized room of the main Cluett, Peabody & Company Building. The display of neckwear covers the whole range from the ruff such as adorned Sir Walter Raleigh when he spread his cloak for Queen Elizabeth to walk upon, on to the broad white linen collar such as the Pilgrim fathers wore when they landed at Plymouth Rock, and thence through the various forms of the detached collar down to that affected by the impossibly beautiful young man of the street car advertisements, whose wooden facial expression and school girl complexion are familiar wherever collars make the name of Troy a by-word. One of the more interesting features is the collection of collars which have been worn by illustrious Americans and many of which bear their autographs. There is the nineteen-inch neckband worn by former President William Howard Taft, which bears his signature with the date September 12, 1912; under it appears what once graced the neck of William Jennings Bryan, the orator and perennial Presidential candidate, one-fourth of a size larger than that of Jess Willard, the biggest of champions; the collar of the fussy comedian, Raymond Hitchcock, custom-made and bearing no size mark; that of General John J. Pershing, smallest of that particular group, size fifteen and one-half; ex-Secretary of War Josephus Daniels, his superior, was a half size smaller; the popular Governor, Alfred E. Smith, whose conspicuous neck emerges from a fifteen and three-quarter band; while Johnny Evers gained fame for himself and Troy within a fourteen and a half inch circle; and Will H. Hays, former Postmaster-General and Dictator of the Movies, presents the smallest of the lot, only thirteen and a half inches. What the fifteen-inch collar of former Secretary William G. McAdoo lacks in length it makes up in height, being three and a half inches tall; Billy Sunday waxes apoplectic "pointing the Trail" in a sixteen and a quarter; Admiral Dewey wore a sixteen and a half at the battle of Manila Bay; General George W. Goethals made the dirt fly down in Panama wilting his sixteen and a half inch fold collar, while Major-General Clarence R. Edwards directed his orders from a quarter size less; Vernon Castle, the dancing-aviator, tripped the light fantastic in a fifteen; Ty Cobb, the "Georgia Peach," needs but a fifteen and a half when not making new records at bat; and Bob Fitzsimmons always doffed his sixteen and a half before he entered the ring. The exhibit not only covers all the designs turned out by the company in fifty years, but presents a variety of novelties which represents the ideas of men who racked their brains in an endeavor to devise designs which should be different. In the case with the novelties is one collar no less than seven inches high,

which was ordered by a man with a neck something like a giraffe. There are celluloid, paper and fancy cloth collars, silk and other materials, in a variety of hues; colored collars from India and China, and France; and the reverse collar of the clergy.

Troy Collars the World—Out of every hundred dozen collars worn more than ninety dozen are made in Troy by 15,000 workers, eighty-five per cent of whom are women and girls. With a capitalization of $40,000,000 and a production value of $42,000,000, the annual payroll amounts to $16,500,000. Under normal trade conditions, the Troy factories have a production capacity of a million collars a day and a half a million shirts a week, which requires annually 106,000,000 yards of cotton cloth, to say nothing of silk and other fabrics. It requires 136,000 acres of cotton land to produce the 68,000 500-pound bales of cotton which is spun and woven into cloth in the South and transported in 2,600 freight cars. The cloth used in the Troy factories would make a band a yard wide two and one-half times around the world. Most collars are made of cotton to-day, and considerable of this is bleached and shrunk in Troy plants, where it is also given the so-called "collar finish." A few linen collars are still made, but more linen than cotton collars were imported last year.

The Largest Petition—Industrial Troy, which was then very largely centered in collar manufacturing, was stirred to the bottom in 1893 when the free trade provisions of the Wilson tariff bill before Congress threatened to admit free of duty collars made by cheap foreign labor and the citizens of the city arose almost en masse in protest, practically without regard to political affiliations. They had fresh in mind the memory of what occurred in 1886, when, during a big strike of collar workers in this city, French and German shirtmakers began the manufacture of collars and cuffs to meet the scarcity in this country. A big mass meeting was held at Music Hall at which addresses denouncing the proposed reduction of the tariff on collars were made by such prominent Democratic leaders as County Judge Lewis E. Griffith, Corporation Counsel William J. Roche, and ex-Assemblyman John P. Hooley, as well as by Attorney Jeremiah K. Long, Rev. Theophilus P. Sawin, and Rev. Father John Walsh. The largest petition ever prepared was signed by 70,000 collar factory operatives and citizens. These closely inscribed pages of signatures were bound in book form, making a book three feet long, thirty inches wide and twenty-four inches thick, weighing five hundred and eighty pounds, and when this immense book, carried on a four-handled wooden cradle by four big men, was presented before Congress, it made a profound impression. United States Senator Edward Murphy, Jr., who had taken his seat in 1892, and the Representatives from local districts worked tirelessly against the reduction provision with the result that it was sticken from the measure.

A High-Class Industry—The collar industry in Troy is a family affair, not only with the owners but with the workers as well, ownership and actual production being handed down from generation to generation, and the names famous in collar manufacturing continue to appear in the

lists of officers and directing heads as well as upon the payrolls of employees. Nowhere is the human equation more carefully worked out or the ethical standards and personal interest in the human side of employment maintained on a broader or higher plane. Collar making generally has given to industry a high type of gentlemen who are singularly responsive to the needs of their employees and the maintenance of the best possible working conditions as well as to approved methods and fair dealing in production and distribution.

CHAPTER XXXIII.

GREATER TROY.

City Enlarged at Opening of Twentieth Century—Part of a Municipal Center of 150,000 Population—Eighty Per Cent. of Residents Are Native Born—Not a "Woman's City—New Buildings and Public Utilities the Product of the Last Generation—Modern System of Streets and Sewers Developed by Public Improvement Commission—Seventy-three Miles of Paved Streets—Three Hundred Acres of Public Parks—Remarkable Gravity Water System Impounds 14,000,000,000 Gallons—Costs $3,000,000 Annually to Run a $65,000,000 Corporation—New Municipal Buildings—Modern Systems of Public Utilities, Ornamental Street Lighting, Underground Conduits and Public Markets—A Public Library of 52,000 Volumes—Earl Crematorium Finest of Its Kind.

Greater Troy is a twentieth century Troy—a product of the last twenty-five years in many of its material or man-made aspects, but built upon the secure foundations of the past, so well laid by its projenitors and strengthened and added to by those who developed its structure. It has inherited the spirit of enterprise of its pioneer builders who, taking advantage of a natural location, created a "boom town" a century ago, and continues to be the trading center for a wide territory. It is lavish in hospitality, prodigal in its charities and extravagant in its government, and like most cities has experienced vicissitudes, industrial, financial and political; but its progress and growth has been steady and sure, due to the substantial character of the main body of its citizens.

The Greater Troy—Troy is the largest of five closely connected municipalities, including Watervliet, Cohoes, Green Island and Waterford, separated only by the flowing waters of the Hudson and the four mouths of the Mohawk, but united by bridges, transportation facilities and interassociation of industrial and business interests. This single compact community has an urban population of upwards of 150,000, more than half of which is within the corporate limits of Troy. Within a radius of fifteen miles of the head of navigation, where the Mohawk empties into the Hudson at Troy is an urban and interurban population of upwards of half a million persons, practically all dependent upon associated industrial, commercial and transportation facilities and covering no more territory than many cities of equal density of population. Since Emma Willard made her prophecy of one large city here eighty years ago various movements have been launched to unite some or all of these eight or ten municipalities. Only one of the movements has eventuated. As far back as May 17, 1869, Governor Hoffman vetoed a bill for annexation of Lansingburgh and Troy. After repeated agitation on the question, and over the protest of a majority of the electors of Lansingburgh, voting at a special election April 11, 1900, a measure was

enacted by the State Legislature and became a law by the signature of Mayor Conway and Governor Roosevelt, on April 25 of that year, for the union of Troy and Lansingburgh in a single city, the annexation becoming effective January 1, 1901. Considerable territory in the towns on the higher lands to the East of the old city was included at that time within the new municipality. On account of the comparative narrowness of the Hudson Valley, extension of the residential areas of Troy has been possible only on the higher plateau above the valley or on the opposite side of the Hudson. The improvement of street car and interurban transportation facilities and the advent of the automobile has tended to still further spread the habitations and diminish the density of population in the territory of the original city, where many residences and sites have been converted to professional, business and industrial purposes. It is thus that a reason is deduced by students of municipal growth for the apparent discrepancies between the annual increases in names listed in the business directory and the comparatively smaller increases in population shown by successive enumerations within the city proper. Several movements have been started from time to time to extend the limits of Greater Troy, but a bill which was suggested for presentation in the Legislature by Senator Draper in 1922, for the union of the five municipalities at Troy, was promptly withdrawn because of opposition in the adjoining counties.

Uniform Charter—A uniform charter for cities of the second class, Chapter 182 of the Laws of 1898, became law March 31 of that year. It provided for a complete reorganization of the departments of the city and their functions, and substituted department heads in place of boards of fire, water and police commissioners. Under the uniform charter the departments of the city are: Executive, finance, including comptroller, treasurer and the Board of Estimate and Apportionment, which prepares the tax budget and fixes salaries; Department of Public Works, which has charge of the water works, parks, lighting, streets and sewers, the Board of Contract and Supply, with a commissioner of public works and city engineer; the Department of Public Safety, including the police, fire and health bureaus; Department of Assessment and Taxation; Department of Public Instruction; Department of Charities and Correction; Department of Law, and the Judiciary.

City Coat of Arms—A new coat of arms of the city of Troy was adopted on the centennial of the city in 1916, and is described as follows:

> A shield, whereon shall be shown the emblem of commerce, *i. e.*, barrels and bales and a sheaf of wheat; the emblem of navigation, a Hudson River steamboat, behind which shall be the factories of Troy, backed by the hills, surmounted by the four spires. The crest shall be the emblem of the United States, the eagle. The supporters shall be: to the right, higher education for women, represented by a figure of an Emma Willard School graduate in cap and gown; to the left, a figure of a man, representing an engineer graduate of Rensselaer Polytechnic Institute. The motto, on a ribbon under the shield, shall read: *"Ilium fuit; Troja est."* (Ilium was; Troy is.)

Population—The population of Troy in 1795, less than ten years after the settlement began, was estimated at 450; in 1880 it was 1,802;

1820, 5,264; 1850, 28,785; 1875, 48,531; 1880, 56,731; 1890, 60,956; 1900, 60,651; 1905, (after annexation), 76,910; 1910, 76,813; 1920, 72,013. The later population figures were questioned by the city authorities, and a survey made in 1924, and announced December 16, gave the city population as 81,104, an increase of 9,001 or 12.5 per cent. This survey was based upon statistics from local sources, including a report of the superintendent of the Troy Water Department of 14,500 domestic water services in the city at the close of 1919 and 16,340 at the close of 1924, an increase of 1,840, or 12.7 per cent., also a report of 5,772 public school enrollments at the close of 1924, as against 4,952 in 1919, an increase of 820 or 16.5 per cent. The Troy directory of 1924 contained 43,670 names. The government report of the income tax returns for 1921, made public in 1924, showed that 5,550 residents of the city made returns and 7,650 in Rensselaer County.

The oft-quoted statement that Troy is a "woman's city," because of the large excess of female employees in the collar and shirt industry, is proved fallacious by the figures. The census of 1920 showed 33,076 males, and 38,987 females, while the 1925 estimate showed 37,211 males, and 43,803 females, or a trifle over 8 per cent. more females than males. Eighty per cent. of the residents of the city are native born, or 60,488, according to the census of 1920.

A New City—In structural aspect the city of Troy has undergone a remarkable metamorphosis during the last generation. A very large proportion of the principal public, commercial and industrial buildings, as well as whole residential sections on the East Side, Beman Park, Sycaway and Eastern Lansingburgh areas, has been built since the last history of Troy was written a third of a century ago. Important new buildings, some of which are of very recent construction, are the court house, county jail, Federal Building, Rensselaer Polytechnic Institute and Emma Willard School buildings, State Armory, hospitals, high school, public and parochial schools, St. Mary's, St. Patrick's, Ninth Presbyterian, Westminster Presbyterian, All Souls' Unitarian and several other churches, Frear, Gay and Hallrand buildings, Broadway Approach and Soldiers' and Sailors' Monument, Proctor's, Troy and Lincoln theatres, Union Station, Congress Street, Troy and Cohoes and Troy and Waterford bridges, and many other structures.

Shade trees, which lined many of the principal streets in the business center of the city a score or two years ago, have given way before advancing commercial activities; poles, signs and sidewalk awnings removed; telegraph, telephone and electric wires placed in underground conduits and asphalt, concrete and Nassau block pavements replaced the former granite blocks, being at the principal points of egress to the city connected with the paved State automobile highways in all directions.

Streets—There are 102.8 miles of streets in the city of Troy, of which seventy-three miles are paved. The principal forms of paving are: Granite block, 22.36 miles; brick, 19.51 miles; sheet asphalt, 6.5 miles; bithulithic, 7.2 miles; macadam, 4.24 miles; Hassam block, 4.72 miles;

bitulithic macadam, 5.92 miles; reinforced concrete, 1.95; renapped granite, 1; and wood block, 4. The first Belgian block pavement, stone brought from Weehawken, New Jersey, was laid in First Street in 1854. Before that the only pavements were of native cobblestones. There are 160 miles of sidewalks in the city and 74 miles of sewers. The elevation of street grades show the approximate lowest points in the vicinity of Liberty and First streets, 26 feet, and the highest elevation at Hoosick Street and Lake Avenue, 404 feet above sea level. The Public Works Department is equipped with pick-up street sweepers, street flushers, which wash the pavements at night, snow removers and other cleaning apparatus under locomotive power.

Assessing Costs of Streets and Sewers—The character and reputation of a community are to a great extent fixed by the condition of its public thoroughfares, and its application of approved methods to promote the public health. The standing of the city of Troy is high in both of these respects. This is largely owing to changes that were made in the city charter and the creation of a Public Improvement Commission in 1889. Prior to that time the expense of the making of public improvements such as paving and sewers, was assessed entirely upon the property benefited by such improvements, and, in the case of pavements fell wholly upon the property along the line of the street.

This condition was burdensome upon property owners and operated as a hindrance to the ordering of local improvements. In 1888 the citizens prepared to celebrate in the following year the centennial anniversary of the naming of the village of Troy by its inhabitants, which took place January 5, 1789, and the proposed celebration led to much thought and discussion as to the future of the city and the things that would conduce to its growth and welfare. In December, 1888, the city comptroller, William J. Roche, invited public attention to what he considered the drawbacks under existing law to the improvement of the city. He referred particularly to the failure to pave streets and build sewers; that in the spring and fall seasons, mud was deep in the streets, while in the summer they were covered with dust; that for the two previous years less than three blocks of pavement had been laid and in the preceding year the cost of sewers constructed did not reach $8,500; that thousands of dollars were spent each year in placing quarry chips and gravel on the unpaved streets which later was removed in the form of mud. He said that the city in the long run would save money by paying one-half the expense of paving the streets besides which the general appearance and attractiveness of the city would be greatly improved; and added: "There are only two things to do with a road in this town; first put a sewer in it and then pave it." Mayor Dennis J. Whalen announced himself in favor of a change in the policy of making public improvements and assessing the costs therefor. An agitation ensued, which led to public meetings, at the first of which Hon Charles E. Patterson acted as presiding officer and Joseph Ferguson and Edward F. Murray were elected secretaries. The discussion was centered around a resolution offered by Comptroller Roche in these words:

Resolved, That it is the sense of the meeting that the charter of the city of Troy should be amended in such manner as to provide that the city at large shall pay one-half the expense of paving or macadamizing all streets or highways which are forty feet or upwards in width and of constructing all public sewers, which shall be three feet or upwards in dimensions, and that bonds shall be issued for the purpose of meeting the said expense.

Public Improvement Commission—At a later meeting a committee was appointed to prepare amendments to the city charter along the lines indicated in this resolution. There was sharp diversity of opinion in regard to the proposed change. Many property owners, who had already paid the entire expense of improvements in front of their property took the position that they should not be called upon as taxpayers to meet any portion of the expense of paving and sewering streets in front of the property of others. It was the general feeling, however, that this view of the matter was a shortsighted one; that if in the beginning the city had embarked upon a wrong policy which stood in the way of its growth and improvement it should proceed to correct the mistake, and substitute a new policy, which would stimulate the making of improvements. The committee which was appointed to draft a bill presented a report in favor of the proposed changes, their report was approved and a bill was presented to the Legislature. By this bill it was designed to create a Public Improvement Commission, to be appointed by the Mayor, which should devise a plan of sewerage and drainage for the whole city, should inspect such parts of the city as were not then laid out with public streets and lay out and map such portions with public streets, and should recommend to the Common Council from time to time such sewers and pavements as they deem necessary to be constructed for the convenience, health and safety of the city. It was provided by the bill that no streets should be paved, unless the property along the same had facilities for sewerage and drainage, and that the Water Department should extend lateral pipes to the inside of the curb line of each lot along the lines of the water mains; that the city at large should pay one-half of the expense of every sewer which was three feet or upwards in diameter, and the pavement or macadamizing of streets which were forty feet or upwards in width. The limit of $425,000 was placed upon the amount which should be borne by the city itself for the making of such improvements. At the instance of former Assemblyman Charles E. Patterson, a few years previous to this, in order to enable property owners to carry more easily the burden of assessments, the charter had been amended so that all assessments for improvements which should exceed the sum of $30 upon any lot, might be paid in three installments; and this provision was continued in the new bill. The measure encountered vigorous opposition before the cities committee of the Legislature, and a petition signed by a considerable number of property owners whose assessments it was said amounted to $15,000,000 was presented against the measure. The objectors were mainly well-to-do persons, who already enjoyed like improvements around their residences and places of business and had paid therefor. A spirited debate was had before the legis-

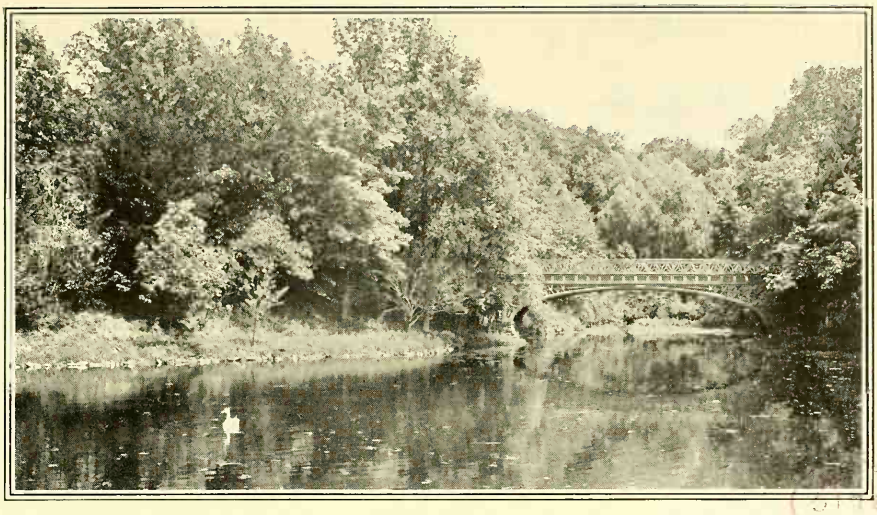
lative committee, a number of prominent citizens taking part *pro* and *con*. The bill was passed by the Legislature and became a law as Chapter 317 of the Laws of 1889.

The Public Improvement Commission provided for, was appointed by the mayor and consisted of Charles W. Tillinghast, Peter H. Buckley, John Don, Edward F. Murray, Walter P. Warren, James H. Nichols and Robert H. Thompson. The commission organized by electing Charles W. Tillinghast, president, and William R. Sweeney, clerk. Palmer C. Ricketts, of the Rensselaer Polytechnic Institute, was appointed first engineer of the commission. Upon the death of Mr. Nichols, Robert Cluett was elected his successor, and upon the resignation of Mr. Warren, Lewis E. Gurley succeeded him.

The commission promptly proceeded to exercise its powers and discharge its duties. The Common Council also took prompt part in ordering the laying down of pavements and the construction of sewers. The policy of making lateral connections for water service and sewerage while streets were being prepared for paving was followed and resulted in keeping newly-laid pavements in good condition, besides effecting a marked improvement in the health and sanitary conditions of the city. The Public Improvement Commission called to its aid in devising its plans a well-known expert, Colonel George Waring of New York City, and upon his advice the practice which had obtained for years of building three feet brick sewers was abandoned and pipe sewers of lesser dimensions were substituted in all cases where the grades were such that the storm water flowing into these sewers would make them practically self-cleansing.

Such a stimulus was given to the new work that the first authorized appropriation of $425,000 upon the part of the city had to be increased, which was done from time to time by amendments made to the city charter. All work was carried on under the supervision of the commission and its engineering force in conjunction with other departments of the city.

Influenced Whole Course of Improvements—The Public Service Commission was discontinued in 1893 under an act of the Legislature. But its work left an indelible impress upon the city and was a guide for further municipal action. One of the great advantages derived from the creation of the commission was that streets were laid out and paving and sewerage work was planned in an intelligent and systematic manner, and the plans of the commission in regard to the location and character of sewers and the laying of streets have been followed ever since. Many streets have been paved with the latest kind of paving material and sewers extended in all directions until Troy is one of the best paved and one of the best sewered cities in the country. There are approximately eighty miles of paved streets and seventy miles of sewers. The policy of distribution of the expense of local improvements between the municipality and the property owners was incorporated in the Second Class Cities Law, which became effective January 1, 1900, and in even still more liberal form. Time has fully vindicated the wisdom



ORNAMENTAL BRIDGE AND LAKE, OAKWOOD CEMETERY.

PUBLIC LIBRARY BOSTON

Finest edifice of its kind in the world.
EARL CREMATORIUM, OAKWOOD CEMETERY.

of the legislation referred to and the creation of the Public Improvement Commission.

Urged Establishment of Parks—The agitation for these changes led to the formation of a Citizens' Association, of which Walter P. Warren, a prominent stove manufacturer, was chairman, and this body was a forum in which many matters looking to the welfare of the city were discussed, including the establishment of public parks. Troy was not favored with parks, the only one of any size being Beman Park (named after a distinguished Troy clergyman), situated east of Fifteenth Street, and which was conveyed to the city in 1879 by John Sherry, a prominent and public-spirited citizen. At the meeting of the Citizens' Association, held November 10, 1890, the movement looking to the establishment of public parks was inaugurated by the introduction by Corporation Counsel Roche of the following resolution:

Resolved, That this association favors the enactment of such legislation as will make available for the purposes of a public park, the lands belonging to the city on the east and west sides of Oakwood Avenue, known as the Waterworks property, and as will also secure lands in the southern portion of the city for similar purposes.

This resolution was much discussed among citizens and in the public press, and was later adopted at a meeting of the association. Subsequently, the Park Commission of the city was organized under the act of the Legislature known as Chapter 267, of the Laws of 1892, and the Park Commission appointed by Mayor Whalen, consisted of George J. Brennan, Frederick P. Allen, John Squires and Henry B. Thomas. This act provided that what was known as the waterworks property of the city, lying east and west of Oakwood Avenue, be set apart for a public park. The act also provided for the acquisition of other lands for park purposes. The water works land in addition to other lands given by the family of the late William H. Frear and lands purchased by the city now constitute what is known as Frear Park, which embraces nearly two hundred acres. The contemplated park "in the southern portion of the city" was not carried into execution, but, instead, lands were purchased for what is now known as Prospect Park somewhat southerly of the central portion of the city, under an act of the Legislature, passed in 1901.

Public Parks—Troy has five principal parks beside several smaller ones, though by far the larger part of its park area has come into the possession of the city within the last two decades. The park area includes: Prospect Park, 84 acres; Frear Park, 150 acres; Beman Park, 6.28 acres; Lansingburgh Park, 2.41 acres; and Powers Park, 2.14 acres. Beside these there are the smaller park areas such as Seminary Park, .41 acres; Washington Park, an enclosed square south of Washington Street, between Second and Third streets; the parkway along Spring Avenue; and the plot of about fifty acres lying east of Sixth Avenue and between One Hundred and Third and One Hundred and Eighth streets, which John Knickerbacker acquired in April, 1924, as a public recreation ground.

Village Greens—The oldest park in the city is the original village green in Lansingburgh, now known as One Hundred and Twelfth Street Park in Lansingburgh, which was deeded to that village July 4, 1793, by Jacob A. Lansing, Cornelius Lansing and Levinus Lansing. In like manner, in 1802, Jacob D. Vanderheyden, the original owner of the site of Troy, set aside land south of Congress Street, between First and Second streets, which is now known as Seminary Park.

Beman Park—In April, 1879, John Sherry offered to the city through Mayor Edward Murphy, Jr., about five acres of land east of Fifteenth Street, between Peoples Avenue and Jacob Street. Shortly thereafter Mrs. George C. Burdett and J. L. Van Schoonhoven added to this gift a plot of land to the east. This property, accepted by the city, was laid out with walks, lawns and flower beds, to which was subsequently added a fountain and soldiers' monument, tennis court and children's playground, and a comfort station erected in the fall of 1914. In compliance with a suggestion of Mr. Sherry this was given the name of Beman Park to perpetuate the name of Rev. Dr. N. S. S. Beman, for many years pastor of the First Presbyterian Church. For twenty-five years Beman Park was the principal beauty spot and recreation place of the city. A bronze tablet on a granite pedestal was unveiled July 20, 1923, to permanently record the gift of the noble-minded philanthropist and perpetuate the memory of his spiritual counselor. Mr. Sherry has frequently been called the father of the public park system of Troy.

Prospect Park—While Mount Ida, the most conspicuous point overlooking the heart of the city, had for many years been pointed out from the prominence of its location, the beauty of its environment and the scope of its outlook, as the most eligible site for an important public park, it was not until 1901 that the Legislature was persuaded to pass a measure under the fostering care of Assemblyman John F. Ahern, authorizing the purchase of the Warren property which comprised the site. The property was acquired by the city February 19, 1903, for $110,000, and under the well-devised plan of Garnet D. Baltimore, landscape engineer, it was laid out as a beautiful park. Winding roads and walks were arranged to take advantage of the natural contour and the many splendid trees, a drainage system and small lake were constructed, flower beds and lawns prepared, and a playground was set apart on the upper level. The two residential buildings on the property were converted to public uses, the unique dwelling in old English architecture being made a museum and the other house a casino. At the brink of the hill an overlook was erected, broadening the magnificent view for twenty-miles up and down the Hudson Valley, while on the point was placed a flagpole and sentinel gun dedicated during Memorial Day exercises. The Municipal Improvements Commission which had charge of the extensive work of developing the park, was Henry Schneider, president of the Common Council; Comptroller LeRoy Rickerson and Commissioner of Public Works John Phalen, with Charles Hagen as clerk. The work was carried to completion under the administration of Mayor Elias P. Mann. William H. Cahill was the first park superintendent.

Frear Park—The nucleus of Frear Park was a gift by the members of the family of William H. Frear, a leading merchant of Troy for fifty years, deeded to the city June 7, 1917, twenty-two acres of land with buildings for the purpose of uniting it with the water works property adjoining on the east to form a public park to be known as Frear Park in his memory. Authority to use the water works property for park purposes had been conferred upon the city by an act of the Legislature in 1922, following the recommendations of the Public Improvement Commission for the establishing of a park system, and the provision of a new water supply system made this property available for the purpose. By gift of Miss Jennie Vanderheyden, one of the last to bear the name of the owners of the site of Troy, just before her death in 1923, twenty acres of land adjacent to the park was acquired, to which it was intended to add a parcel owned by the Eddy estate, thus giving a rectangular tract of approximately one hundred and fifty acres. The property contains two lakes besides smaller bodies of water of the old water works system, and plans were promptly prepared for a development extending through a number of years to make a beautiful recreation spot. An interesting coincidence was that the first plans for the development of the park project were undertaken by City Engineer Alfred E. Roche, son of Corporation Counsel William J. Roche, who, in 1890, drew up the act providing for the establishment of a city park system. The first work undertaken was the grading and building of roads and drives, the installation of a sewer system, the construction of a beautiful entrance on Oakwood Avenue, and the preparation of a shelter house, a lily pond and wading pool for the children. The plans prepared contemplated the building of a stadium, the laying out of athletic fields, tennis courts and baseball diamonds, the equipment of playgrounds, and the erection of boat houses on the lakes. By the end of 1924 the sum of $285.000 had been expended on development in this park.

Powers Park—Nearly fifty years ago Mrs. Deborah Powers, successful as a manufacturer and banker, suggested to her two sons that a suitable memorial to her husband would be the gift of a park to the village of Lansingburgh. It required years to gain possession of the site she selected. Mrs. Powers died in 1891 at the age of one hundred and one years, and thirty days later her sons transferred to the village the block between Second and Third avenues and One Hundred and Tenth and One Hundred and Eleventh Streets, "to be known as the Memorial Park in honor of William and Deborah Powers." The park was laid out by a competent landscape engineer, and is one of the most attractive in the city.

Recreation Spot—John Knickerbacker announced April 22, 1924, that he had secured options on forty to fifty acres of land between Sixth Avenue and the Boston & Maine Railroad, from One Hundred and Third to One Hundred and Eighth streets, in Lansingburgh, which he proposed to fit up as a playground and public recreation place for both summer and winter use, as a memorial to his father, Thomas A. Knickerbacker.

The wooded land skirting Spring Avenue was presented to the city in 1922 by Mrs. Stephen W. Barker to be developed into a parkway. James O'Neil subsequently made additions to the property available for this purpose. Parkway developments which add much to the attraction of the section were made along Sixth and Seventh avenues, in Lansingburgh, and on Sage Avenue and Eaton Road in the hill section.

Water Supply—For its population and area, Troy has one of the finest water supply systems in the country, and the Tomhannock reservoir, the principal source of that supply, is second in size in the world for the volume of water held in storage. Owing to the contour of the country rising rapidly eastward from the city, this supply, which is taken from two large watersheds, is entirely a gravity system, and the quantity of water impounded is of such generous proportions that its citizens are notably extravagant in the use of water, the consumption rate being unusually high. The sources of this water supply are the Tomhannock reservoir, five and one-half miles in length and from one half to two miles in width, located in the town of Pittstown and draining an area of sixty-seven square miles in that town and the adjoining towns of Brunswick, Grafton and Hoosick. Adjoining it on the south is the Quackenkill drainage area including a series of seven natural lakes besides a comparatively smaller reservoir located in the town of Grafton. The Quackenkill drainage area is nineteen square miles, and is at a considerably higher elevation than the Tomhannock area.

The Tomhannock reservoir has a storage capacity of 12,000,000,000 gallons, water being fed to the city through two lines of new thirty-inch cast-iron pipe, supplying the low service, while a thirty-three inch steel line feeds the middle service. On account of the varying elevation of different sections of the city, the distribution of water is arranged by levels with four general divisions, known as the low service, extending from the north end of Lansingburgh to the intersection of Stow and Burden avenues in South Troy, and from the river front east to Eighth Street. The middle service is from Summit and Oakwood avenues south to Congress and Fourteenth streets, and lies between Eighth and Tenth streets. The upper high service covers only the most elevated parts of the city, Sycaway, the higher sections of the East Side, and Albia. The high service serves the balance of the hill portion of the city, including Stow Hill at the south end. The two upper services are supplied from the Quackenkill or Grafton system. This includes Long Pond, Second Pond, Mill Pond and Shaver Pond, all feeding by gravity into a creek leading to the Martin-Dunham reservoir. From this reservoir the water flows in an open creek to what is called a diverting dam at Quackenkill. From there, by means of a sixteen-inch pipe line it is conveyed to Brunswick Lake and thence to Venderheyden reservoir, east of the city. The distribution is by means of a twenty-inch feed pipe from the high service and a sixteen-inch pipe for the upper high service. The total capacity of the upper service reservoirs is 1,500,000,000 gallons.

Extravagant Consumption—Some idea of the remarkable consumption of water in the city may be gained when it is stated that the low service distributes 16,000,000 gallons every twenty-four hours, the middle service 4,000,000, the high service about 3,500,000 and the upper high service about 500,000. Thus it may be determined that approximately 75,000 residents use a total of 24,000,000 gallons of water a day, or three hundred gallons for each man, woman and child. Unlike many cities, Troy has no water meters.

The water pressure of the low service varies between thirty and ninety-five pounds per square inch, the middle service from thirty to one hundred pounds, the high service from twenty-five to one hundred and fifty pounds, and the upper high service from twenty-five to forty-five pounds. The elevation of the diverting dam at Quackenkill, controlling the upper service, is eight hundred and sixty feet above sea level, while the governing condition for the low and middle services is the elevation of Tomhannock Lake, which is three hundred and ninety feet. At Oil Mill Hill are regulators which cut the pressure of the low service down to twenty pounds, and it has been estimated by engineers that if the heavy consumption were greatly reduced the pipe system would scarce stand the pressure. To distribute the water in the city there are one hundred and thirty miles of mains, the smallest four inches in diameter and the largest thirty-three inches. Beside the thousands of manufacturing plant, residential and other outlets there are 1,350 fire hydrants. The Tomhannock water supply was turned on May 21, 1906. Beside this dual water supply system the city retains the older reservoirs of the former Troy and Lansingburgh water supply systems, including the Lansingburgh reservoir, east of the north section of the city, two in Frear Park, and one west of Oakwood Avenue. There is a small reservoir and dam at Deepkill to supply the old Lansingburgh reservoir.

Reforestation About Reservoirs—The reservoir system of Troy has been established along the more approved lines based upon the former years of experience of the city, and the skill of expert engineers. The Tomhannock reservoir holdings are being protected and preserved for its purpose by plantings of white, red and Scotch pines and locust trees, the growth of which has already developed in large sections about the big lake into a miniature forest. An average of 60,000 trees a year have been set out, and plans were made for planting a million seedling trees in 1925. The reforestation work is being developed, as well, about the Grafton lakes.

Early Waterworks System—It was not many years after the beginning of the settlement on the site of Troy that the need of a general water supply became evident. Of course, at first, the settlers in isolated residences had their own supply from wells or nearby streams. The first attempt at a water supply was by means of an aqueduct from a spring on the western slope of Mount Ida, east of Liberty Street, which gave its name to Spring Avenue. Two of the springs were located on

the farm of Stephen J. Schuyler. November 15, 1800, Stephen Van Rensselaer conveyed to Dr. Israel Clark of West Windsor, New Jersey, the right to use and control the water which was then retained in a small reservoir, and Dr. Clark collected rent for the use of water for a number of years. July 1, 1806, the village trustees passed an ordinance to prevent the unnecessary waste of water brought to the village by the aqueduct. The Earthern Conduit Company of Troy was incorporated by act of the Legislature, June 16, 1812, with Abraham Ten Eyck, Derick Lane, Platt Titus, Nathan Warren and Daniel Merritt as trustees, the company being granted a franchise by the village to furnish a better water supply to its citizens. This company put down the first cast-iron pipe, the manufacture of which had begun about that time at Salisbury, Connecticut. A private corporation, Troy Water Works, was incorporated April 18, 1829, with $250,000 capital stock, but by act of March 20, 1832, the company was permitted to sell its property to the city. The first of a series of reservoirs on the Piscawenkill, west of Oakwood Avenue, was begun in the spring of 1833. In 1843 and 1853 other reservoirs were constructed along the same stream on both sides of Oakwood Avenue, and by March 1, 1848, the Waterworks Department had expended $160,496, and there were 59,497 feet of pipe distributing water through the city.

Became Municipal System—The purchase of the Water Works Company was the outgrowth of investigations of a Common Council committee, consisting of Aldermen McCoun, Rap and Dauchy, appointed April 22, 1830. This investigation resulted in the transfer of the Water Works Company's charter to the municipality. The city paid $7,978.50 for riparian rights. Some of the old wooden water mains, laid a century ago are still found well preserved when excavations are made in some of the older city streets.

The first water commissioners of Troy, appointed by act of the Legislature, March 9, 1855, were Harvey Smith, William F. Sage, Thomas Symonds, Joseph M. Warren and Liberty Gilbert, and this board was perpetuated by the election of their successors by the Common Council. Additional reservoirs were constructed in 1859, 1862, 1868 and 1869. In 1861 a force pump was placed in a building near the State dam to pump water from the river into the water mains. This pump was afterwards moved to a location on the hydraulic canal. A plot of ground at the northwest corner of State (Second Avenue) and Washington streets (One Hundred and Twenty-fourth Street) was purchased March 19, 1879, of J. Lansing Van Schoonhoven and two sets of pumping engines and boilers were installed in a brick building to pump water through a force main extending to the lower Oakwood reservoir, a distance of more than three miles. In February, 1880, water was pumped into the reservoir for the first time. At that time the water system included Brunswick Lake, about three miles east of the city; Vanderheyden Lake, immediately west of it; a high service reservoir near the Lake Avenue road; the upper Oakwood reservoir, east of the avenue, while the low service reservoir was just to the west. The total cost of

the waterworks from 1833 to 1886 was $1,149,083. Richard F. Hall was president of the water commissioners in the latter year. David M. Green, chief engineer, was succeeded by Mr. Hall, who remained superintendent of the waterworks until the new Tomhannock and Quackenkill systems were inaugurated in 1900. With the completion of the pipe line, extending from the Tomhannock reservoir, east of Melrose, to the city, a distance of about eight miles, the water supply was turned on May 21, 1906. In the same year the Quackenkill Commission settled claims for land and riparian rights amounting to $33,000 for the sum of $4,615, and two years later that system was in operation. The total annual cost of operation of the municipal water supply system, including interest on water debt, is from $300,000 to $325,000. The estimated cost of the present waterworks system is about $4,000,000.

Erection of City Hall—In the early days of the village of Troy the trustees held their meetings in Ashley's Inn, and with the erection of the first court house in 1794 provision was made for municipal offices in that structure. For many years the seat of the city government was in the Athenæum Building, at 10 First Street. The first move toward a city hall was made May 7, 1869, when the Legislature passed an act incorporating the City Hall Company of the city of Troy, which was authorized to purchase the site and erect a municipal building upon it. It was the original intention of the promoters that the Troy Savings Bank should occupy part of the building, contributing a portion of its surplus funds for the erection of the structure. The bank trustees, however, decided to erect its own building, and the city hall project languished for five years. In 1875 Mayor Edward Murphy, Jr., urged upon the Common Council the necessity of erecting a building for the use of the enlarging city departments and opposed the purchase of the Athenæum Building as inadequate for the purpose. The Common Council, however, adopted an ordinance for the purchase of the building which had been used by the city departments for several years, but Mayor Murphy promptly vetoed the resolution and set about to put his idea for a new public building into effect. In this he had the backing of many progressive citizens, and the Legislature May 21, 1875, passed an act authorizing the city to purchase a site and erect a city hall at a cost not to exceed $120,000. A committee, named by the Common Council on June 8, selected the site at the southeast corner of Third and State streets, owned by the heirs of the Vanderheyden estate and occupied as a burial ground. The city paid $10,000 for the property, and disinterment of the bodies began Monday, July 12, and was completed August 1, the remains of two hundred and eight persons having been removed to Oakwood and other cemeteries at the expense of the city. Plans prepared by M. F. Cummings, architect, were adopted July 8, and the contracts for the erection of the new city hall were awarded July 23. The cornerstone was laid by Mayor George M. Tibbits Monday, November 15, and the building was completed and occupied in October, 1876. The structure, 150 by 83 feet, is of Philadelphia pressed brick with sandstone and iron trimmings, and cost, including site and

furnishings, $119,761.60. In October, 1885, a clock was placed in the city hall tower with a fire alarm striker, which was used until the new signal system was placed in operation in 1923.

Other Public Buildings—The Central Police, Fire and Water Station, under construction in 1924, at the northwest corner of State Street and Sixth Avenue, it was estimated would cost in excess of half a million dollars. Contracts to the amount of approximately $453,000 had been awarded in addition to $65,000 paid for the site. The municipal health station, on the site of the old Troy Academy, at the northwest corner of State Street and Seventh Avenue, cost $109,000. The city maintains two public baths, Bath No. 1 on First Street, north of Tyler Street, a two-story brick building erected in 1905, and Bath No. 2, which was the former waterworks pumping station on the river front, on the north side of One Hundred and Twenty-fourth Street in Lansingburgh.

Greater City Greeted New Century—At the opening of the twentieth century, January 1, 1901, the inauguration of the greater city was observed with the ringing of bells, shrieking of factory and locomotive whistles, singing of songs of praise in the churches, and general celebrations in the clubs and throughout the city. The village trustees and water commissioners of Lansingburgh held their final meeting Monday evening, December 31, 1900. The Water Board turned over to Troy about $42,000, with $2,000 in water rents remaining due. President George E. Skillman, of the village, reported in the various village funds a total of $38,565.66, Fifth Avenue pavement fund balance, $21,575.14, and Treasurer G. P. Williams reported a bank balance of $1,533.78. At midnight New Year's Eve every member of the Lansingburgh police force assembled at the police station, which became the Fourth Precinct Station of the new city, and Chief Morris E. Kirkpatrick, representing Police Commissioner Magee, formally turned over the force to the Department of Public Safety of Troy, represented by Superintendent of Police John F. Coughlin. Chief Kirkpatrick was retained as precinct captain, and afterward, under Mayor Mann, became chief of police. The assessed valuation of the city of Troy in 1900 was $49,035,799.80, and the preliminary estimate of the cost of government for the greater city for 1901 was $803,724.44.

Cost of City Government—By 1924 the operation of the corporation constituting the city of Troy, had reached an approximate annual cost of $3,000,000, including the separate school system of the Lansingburgh section. The estimate for the budget of 1925 showed appropriations of $2,993,542.86, with estimated revenues $833,649.49, giving a total direct tax of $2,159,893.37. The total assessed valuation of Troy is $65,174,322; and the bonded indebtedness $5,416,032.43, of which waterworks bonds amounted to nearly two-fifths, $2,116,936.24. The property owned by the city was valued at $3,430,375, of which that in the towns outside the city, principally waterworks property, amounted to $732,725.

The municipality employs nearly seven hundred persons, including city officials, police, firemen, teachers and other departmental employees.

Mayors of the City of Troy—There were seven presidents of the village of Troy up to the time it was made a city in 1816, at which time the head of the local government became a mayor. Under the act of April 12, 1816, the mayors were appointed by the governor of the State and the Council of Appointments until 1822, and from 1822 to 1840 they were elected annually by the Common Council. The act of February 13, 1840, demanded that mayors be elected at the charter elections on the first Tuesday of March in every year. The provisions of this act held until the act of May 3, 1870, placed the mayoralty election at once in every two years. The act of May 11, 1880, demanded that they be elected at the general election in November. During Mayor Molloy's term of office the Second Class Cities Charter Act went into effect, providing for mayors elected in November to take office on the first of January following. The forty-two mayors of Troy from 1816 to 1925 are as follows:

Albert Pawling, 1816-1820.
Thomas Turner, Appointed in 1819; declined to serve.
Esaias Warren, 1820-1828.
Albert Pawling, Appointed in 1821; declined to serve.
Samuel McCoun, 1828 to death, March 28, 1830.
George Tibbits, 1830-1836.
Richard P. Hart, 1836-1837.
Jonas C. Heartt, 1837-1843.
Gurdon Corning, 1843-1847.
Francis N. Mann, 1847-1850.
Day O. Kellogg, March 5, 1850; resigned November 7 of that year.
Hanford N. Lockwood, 1850-1851.
Joseph M. Warren, 1851-1852.
George Gould, 1852-1853.
Foster Bosworth, 1853-1853.
Elias Plum, 1853-1854.
Jonathan Edwards, 1854-1855.
John A. Griswold, 1855-1856.
Hiram Slocum, 1856-1857.
Alfred Wotkyns, 1857-1858.
Arba Read, 1858-1860.
Isaac McConihe, Jr., 1860-1861.
George B. Warren, Jr., 1861-1862.
James Thorn, 1862-1863.
Wm. L. VanAlstyne, 1863-1864.
James Thorn, 1864-1865.
Uri Gilbert, 1865-1866.
John L. Flagg, 1866-1868.
Miles Beach, 1868-1870.
Uri Gilbert, 1870-1871.
Thomas B. Carroll, 1871-1873.
William Kemp, 1873-1875.
Edward Murphy, Jr., 1875-1882.
Edmund Fitzgerald, 1882 to 1886.
Dennis J. Whalen, 1886 to 1894.
Francis J. Molloy, 1894 to 1900.
Daniel E. Conway, 1900 to 1904.
Joseph F. Hogan, 1904 to 1906.
Elias P. Mann, 1906 to 1912.
Cornelius F. Burns, 1912 to 1920.
James W. Fleming, 1920 to 1924.
Harry E. Clinton, 1924—.

Gas and Electric Light—Of the modern public utilities which are so necessary a part of municipal life and yet so common as to be scarcely noticed in these days, one of the first to be introduced was gas for illuminating purposes. The earliest settlers of Troy went about in darkness at night except for the pitiful light of tallow dips in tin lanterns and store windows and later oil lanterns. The first exhibition of gas lights was made in Troy in July, 1818, when Samuel Willard gave a demonstration at Barney's City Coffee House. The somewhat flickering gas light appearing in "various fanciful form, as issuing from common burners, from chandeliers, from the beaks and wings of eagles, from a cross, a crescent and a fish." Some citizens, favoring the construction

of a plant for the manufacture of illuminating gas, obtained the passage of an act March 29, 1825, for the incorporation of the Gas Light Company of the City of Troy with a capital stock not to exceed $150,000. This company never accomplished the purpose of its organization, however. It was not until 1847 when another demonstration of artificial light, Clutchett's Solar Gas, was made on July 19 in front of the court house. The illumination in the street made such a favorable impression that immediate steps were taken for the incorporation of the Troy Gas Light Company, which was effected February 16, 1848, and gas works were erected on the east side of Hill Street, between Liberty and Washington streets. Part of the city was first lighted by gas made by this company October 2, 1848. The Troy Citizens Gas Light Company, incorporated May 19, 1875, erected a plant on Sixth Avenue between Ingalls and Glen avenues. October 11, 1889, the Troy Gas Light Company and the Troy Fuel Gas Company, incorporated in 1885, were consolidated under the name of the Troy Gas Company with a capital stock of $1,000,000.

The first public use of electricity for illuminating purposes in the city was made December 22, 1881, and the Troy Electric Light Company, incorporated February 1, 1885, opened a plant on the southeast corner of Liberty and River streets, January 20, 1886. Subsequently a consolidation of the gas and electric light companies was effected through the Troy Gas Company which, after occupying quarters for many years in the Troy Savings Bank Building, erected its own building at 19-23 Second Street in 1915. An ornamental electric light system was established in the business center of the city through an act of the Legislature in the spring of 1913, the system consisting of lighted globes on steel columns alternating every seventy feet on opposite sides of the cross streets from Franklin Square to Congress Street, and also on River, Third and Fourth Streets. There are now maintained by the city about two hundred and fifty ornamental lamps, beside those in Prospect Park and on the Broadway and Twelfth Street approaches. The streets and public places are lighted by more than a thousand electric lamps, supplemented by nearly two hundred gas lamps.

Troy's Telephone System—The Troy local district of the New York Telephone Company includes Lansingburgh (North Troy), Watervliet, Green Island, Cohoes and Waterford, with the main office located in Troy and branch stations in the other communities. The central office in Troy is housed in a modern, fireproof, two-story-and-basement structure erected in 1912-14 on the northeast corner of Fourth and State streets, at a cost, including equipment, of $500,000. The present day system of telephonic communication, giving as it does quick and efficient local service and toll connections with every Bell system on the continent, is the successor of the first crude and not always dependable system introduced in Troy by George P. Ide and William S. Earl. The Troy Telephone and Dispatch Company was organized February 28, 1878, and was succeeded November 25, 1890, by the Troy Telephone and Telegraph Company with central office located for more than two

decades in the old Boardman Building. The business was taken over in May, 1901, by The Hudson River Telephone Company, which, in turn, became the property of the New York Telephone Company in 1909. In 1902 The Commercial Union Telephone Company was organized and built telephone exchanges in Troy, Lansingburgh and Watervliet, and The Cohoes and Waterford Home Telephone Company built in Cohoes and Waterford. The disadvantages of dual telephone service were numerous, however, and in 1912 a consolidation was effected, the various companies of Troy, Lansingburgh, Watervliet, Green Island, Cohoes and Waterford combining with The New York Telephone Company under the latter's name. A reorganization immediately followed, and the present excellent system of main and branch central stations was evolved. The equipment and the appointments in general of the main telephone building in Troy tend to make it one of the finest and most up-to-date central stations in the State. With the consolidation the underground conduit system was extended to include the business section of the city.

Telegraph Lines—Troy has two telegraph systems, the Western Union, at 219 River Street, and in the Union Station, and the Postal Telegraph at 45 Fourth Street. These modern and efficient companies are the successors of the old Morse Magnetic Telegraph Line, which was established in Troy in 1846, operating between Troy and Whitehall. Office space was rented in the old Athenæum Building on First Street, and July 24, 1846, the first telegram transmitted from Troy was sent to Saratoga Springs, while the first message to Buffalo was sent August 6 of the same year. Moses Johnson was the first superintendent of the Troy station, but was succeeded on the following day by William C. Buell. I. W. Copeland was manager of the Troy office for thirty-two years to his death in 1912. The first telegram from New York City to Troy, by the way of Boston, was received October 6, 1846. Other telegraph companies have come and gone, these being the American District Telegraph Company, the Baltimore & Ohio Telegraph Company, and the Mutual Union Telegraph Company. In 1924 the automatic typewriter system of receiving messages was introduced.

Public Markets—At the present time the city owns but one large public market, at Washington and Hill streets, the space of which is largely leased to members of the Market Growers' Association. Years ago, however, there were several city owned markets, the establishment and maintenance of which was a matter of great interest to the citizens of the early village, and for the erection of which the city was bonded. The city market debt on June 1, 1846, was $25,000. Some small revenue was derived from these markets, but at various times during the latter half of the nineteenth century they were sold, and the ownership and leasing of public markets ceased to be a branch of municipal business. This condition lasted for many years, until the city established the present market about 1910.

The first public market of Troy was opened in March, 1800, in a low,

wooden building, twenty feet wide by sixty feet long, erected by the village in the middle of State Street, midway between First and Second streets. The equipment of the Fire Department was hung on the north and south sides of the structure under the projecting roof. Lot 191, on the northwest corner of Third and State streets, was purchased by the trustees of the village August 15, 1806, and thereon they erected a new "publick market," the old one then being sold for fifty dollars. In 1828 this market began to be called Center Market, another building having been added to the property. One, a weather-boarded structure with doors and windows, faced on Third Street and was used as a meat market. The other, of open construction, adjoined the first on the north side of State Street, and was used to display and sell fish, vegetables, butter and eggs. In 1812 two more markets were established by the trustees, one in the northern and one in the southern part of the village. North Market was erected on what later became the site of the Hugh Ranken Steam Fire Engine house, south side of Federal Street, the wooden market building not being built, however, until 1828. During the same year a house was built for South Market on the northeast corner of Second and Division streets. The Fulton Market House was erected by the city in 1840 on the southwest corner of River and Elbow (Fulton) streets, on a plot of ground early known as the Troy Shipyard, which was donated many years before by Jacob D. Vanderheyden for that purpose. The cost of the brick building was $30,000, and was first occupied in May, 1841. The first floor was leased to butchers and marketmen, and the large hall above it was used for many years as a concert hall, lecture hall and theatre; this being a common feature to all the early markets. The building and additional old shipyard land was sold to William H. Frear August 4, 1879, for $61,000. Washington Market was established by the city coincident with Fulton Market. Two lots on the southwest corner of Second and Division streets were purchased by the city August 31, 1839, a brick building being erected immediately and opened to the public in May, 1841. For many years the section around Center Market was called "Cow Place." These early markets, all of which have long since passed out of existence, were a necessary adjunct to the life of the growing village. "Going to market" became almost a social event. Housewives would meet, gather in little groups and discuss the weather, the new minister and the relative merits of their own especial marketmen. Some news was dispensed, and much gossip. The markets in time became open forums; religious meetings were often held there, and in the large halls above the market proper schools were sometimes conducted and a taste for the theatre acquired. The open markets, especially reëchoed to the inflated rhetoric and bombast of the early politicians, and many a tariff problem was vocally met and conquered in this atmosphere of ageing vegetables and decrepit fish. The old public markets, as an institution, have passed into obscurity; and the city market of to-day is a sanitary place of much service to market gardeners. Attempts to arrange retail public markets from time to time, the last by the Troy Women's Civic

League in 1918-19, have served the economical housewives with gradually increasing success.

Post Office and Federal Building—The large granite Federal Building, at the northeast corner of Broadway and Fourth Street, houses not only the post office, but also the Federal Court, the United States Civil Service Commission, the Internal Revenue and Income Tax offices, and the army and navy recruiting stations. From the Troy office there are six rural free delivery routes. The office force consists of fifty-seven regular carriers, sixteen substitute carriers, forty-six clerks, and nine substitute clerks, under the supervision of Postmaster Cornelius V. Collins, former Sheriff and State Superintendent of Prisons and Deputy Postmaster Don D. Derrick. Two of the rural delivery routes run by way of the Lansingburgh Branch Post Office, a complete office serving the northern part of the city, and occupying by lease the first floor of the Masonic Temple Building on Second Avenue above One Hundred and Seventeenth Street.

Troy's need of a federal government building had been apparent many years before Congress passed a bill, February 5, 1885, making an appropriation for such a building. In the summer of 1886 a commission appointed by the secretary of the treasury purchased for $99,000 the Gross-Hall and Griffith properties on the northeast corner of Broadway and Fourth Street. Later, additional appropriations brought the cost of the building to more than half a million dollars. The beautiful stone structure was completed in the spring of 1894, and the post office opened therein in May of that year. The building is of dignified architecture, fireproof throughout, with tiled roof and floors.

Before the establishment of a post office in Lansingburgh in 1792, residents of Troy received mail through the Albany office, and when an office was established in Lansingburgh letters for Trojans were sent from there to this city by a carrier. The Troy office was created in 1796, the first postmaster being Nathan Williams, a law student in the office of John Woodworth, his employer succeeding him the following year. Until 1802 the newly formed office occupied a part of the law offices of Mr. Woodworth, on the east side of First Street, two doors north of Ferry Street. John Woodworth at that time was surrogate of Rensselaer County. In 1802 it was moved to Congress Street, just east of Francis Yvonnet's store on River Street, and from there it took up quarters in the store of David Buel on River Street. When Samuel Gale was appointed postmaster (1806), a small room was fitted up for postal purposes in his drug store on the west side of River Street, two doors north of Congress Street. From there William Pierce, the sixth postmaster, removed it to 173 River Street, and in 1830 to 6 State Street. The ninth postmaster, George R. Davis, in May, 1846, removed it to the Athenæum Building, on the east side of First Street, between River and State streets, this structure now housing the boys' department of the Young Men's Christian Association. The eighteenth postmaster, Gilbert Robertson, Jr., moved it April 22, 1882, to the Masonic Temple on the west side of Third Street, between River Street and Broadway,

where it remained until the present (1924) building was completed in 1894. The first letter carrier in Troy was Charles B. Bishop, who was appointed in January, 1836, and who took up his duties January 29 of that year, receiving two cents for the delivery of every letter and a half cent apiece for newspapers. The present free delivery system was inaugurated in Troy in 1864, with five carriers; the system now including Troy, North Troy, (Lansingburgh) and Green Island.

Troy Public Library—The splendid Hart Memorial Building at the corner of Second and Ferry streets, which houses the Troy Public Library, is architecturally one of the finest examples of the Italian Renaissance style in this country. It was built in 1896-97, and the large bronze tablet in the foyer reads as follows:

This building, erected by Mary Lane Hart as a memorial to her husband, William Howard Hart, was given to the Troy Young Men's Association, now Troy Public Library, May 12, 1897. William Howard Doughty, C. E. Dudley Tibbits, Charles W. Tillinghast, John Hudson Peck, trustees for Mrs. Hart.

The building is of Vermont white marble, the exterior surface of the first story being sparrow picked, while the upper portion is dressed ashlar. The three marble arches over the front entrance are beautifully carved, while on the Ferry Street side is an arched Venetian balcony. The vestibule has marble side walls with ceiling and cornice of lacquered gold leaf, while the main hall and lobby are treated in Sienna marble Ionic pilasters, columns and wainscoting. In the main hall is a handsome stained glass memorial window. The library stacks occupy four floors in the rear, with steel book shelves and glass floors. The reading rooms and triple art galleries are splendidly decorated and arranged. Among the 52,000 books now on the shelves of the library are scores of rare and valuable volumes occasionally borrowed by the State library for reference.

The Troy Public Library is one of the oldest institutions of its kind in the State, the movement for its establishment having been begun in the latter part of 1799. A subscription list was started and the first meeting of the stockholders was held at Pierce's Inn January 11, 1800, when trustees were elected. In 1820 the library included six hundred and eighty-seven volumes. In 1818 the Troy Lyceum of Natural History was incorporated, and out of this grew—December 19, 1834—the Troy Young Men's Association, to which the books of the Troy library were turned over in January, 1835, William Hagen becoming the first librarian. The association was incorporated April 20 of that year, and May 1, 1846, it occupied the front rooms of the Athenæum Building on First Street, built by the Troy Savings Bank in 1845, and now a part of the Troy Central Young Men's Christian Association. The Legislature passed a measure vesting the control of the property of the association in a board of twenty-three trustees on May 8, 1880, and January 21, 1882, the association purchased the Athenæum Building. The use of the books and the reading room privileges were made free to the people of Troy under certain restrictions on August 7, 1885. DeWitt Clinton

served as librarian from January 1, 1874, to 1905. When the Hart Memorial Building was occupied in 1897 the Young Men's Association turned over its entire library, which formed the nucleus of today's public library. Miss Mary L. Davis has been head librarian since 1905, with an efficient corps of assistants.

State Armory—Troy, in the course of its history, has had four armories, the present one (1924) having been built in 1921-22, on Fifteenth Street opposite the dormitories of Rensselaer Polytechnic Institute, at a cost of half a million dollars. The immense building, built from designs of State Architect Louis F. Pilcher, presents a façade of modified French chateau architecture, a fitting and graceful tribute to the Trojan veterans of the World War who served in France and to whom the imposing structure is dedicated. One of the most impressive features of the building is the vast drill shed. The cornerstone was laid June 4, 1921, the occasion being a public patriotic celebration in which the entire city took part. Five thousand persons were in the parade that made its way through crowded streets to the armory site. Colonel Ransom H. Gillett, commanding the 105th Infantry, and one of the real heroes of the World War, was grand marshal, and had as his chief of staff another local hero, Captain Ogden J. Ross, commanding Company A of the regiment. Following them came Mayor James W. Fleming and the mayor's general committee; the entire 105th Infantry; the veteran and semi-military division; more than 1,000 members of the Masonic bodies of Troy; the civic division led by former Mayor Cornelius F. Burns, and made up of large delegations from the Chamber of Commerce, the Troy Lodge of Elks, Knights of Columbus, Salvation Army and State police; and the women's division, led by Marshals Mrs. E. H. Betts, and Mrs. George N. Patrick, and made up of nearly every women's organization in the city. Marching with Colonel Gillett and Captain Ross were the members of the staff, among the most noted of whom were General James W. Lester, acting commander of the division of New York Guard; Colonel J. Hollis Wells, of the 71st New York Regiment; Colonel Thomas Carlin, of the 47th Regiment; Colonel Wright, of division headquarters; Major Metcalfe Reed, U. S. A.; and Major Daniel F. Nial, adjutant of the 43d Infantry. A contingent of United States Engineers acted as an escort of honor. The governor of the State, Nathan L. Miller, laid the cornerstone, assisted by Major General John F. O'Ryan, the popular commander of the 27th Division in France; James W. Fleming, mayor of Troy; and Thomas H. Guy, corporation counsel of Troy. In General O'Ryan's party were his wife and Colonel J. Mayhew Wainwright, assistant secretary of war.

Among the military units which occupied the new structure were: Regimental and staff officers of the 105th Infantry, under the command of Colonel Ransom H. Gillett; headquarters company of the 1st Battalion, under Major George F. Bradshaw; infantry companies A and C, commanded respectively by Captains Ogden J. Ross and William Fletcher; Machine Gun Company D, under Captain James A. McCarthy; headquarters company, under Captain Albert Geiser; service

company, under Captain John L. Reed, of Cohoes; and sanitary detachment under command of Major A. J. Hill. The land upon which the armory is built was acquired by Rensselaer County from the Parkway Villa Company for $48,500. The first appropriation made by the State Legislature for the construction of the building was in January, 1917, and for $250,000, the bill being sponsored by State Senator George B. Wellington and State Assemblyman Arthur Cowee, both of Rensselaer County. Additional appropriations, made in 1918, 1919 and 1920, brought the total cost of the completed armory to half a million dollars.

Previous Armories—The first armory housed the Troy City Artillery of the 5th Regiment of the New York Militia, and stood on the west side of River Street at what is now the entrance to the Delaware & Hudson Railroad bridge. Somewhat later this organization, which had become a part of the 5th Regiment in 1828, occupied as an armory a two-story building on the east side of the alley, opposite the First Particular Baptist Church. The third armory, probably the first to be built by the State and county for local military purposes, was erected on the site of the old International Hotel at the northeast corner of Ferry and River streets, the Legislature making an initial appropriation in 1883 of $75,000. The county purchased the hotel property for $30,000 and adjoining property to the south for $7,000. The cornerstone was laid with appropriate exercises July 4, 1884, by that distinguished Civil War hero, General Joseph B. Carr, of Troy, at that time commanding the 3d Division of the New York National Guard. The principal address was made by Martin I. Townsend, the "Grand Old Man of Troy." The armory was completed in March, 1886, the Legislature having made an additional appropriation of $10,000; and was almost completely rebuilt in 1902 by the Charles P. Boland Company at a cost of $100,000. A fire in 1909 did considerable damage to one of the towers, and the fire of five o'clock on the morning of January 16, 1917, destroyed the building, entailing a loss of $300,000. The fire, the origin of which was never fully determined, also destroyed many valuable records, documents and relics.

Cemeteries—The cemeteries of Troy are thirteen in number, burial places having increased in proportion to the age and growth of the city. The finest of these, and one of the most beautiful in the United States, is Oakwood Cemetery, the movement for the establishment of which was begun in October, 1846. Land for the cemetery, however, was not purchased until September 5, 1849, when trustees of the Troy Cemetery Association (formed in September, 1848), acquired one hundred and fifty acres of high land in the northeastern part of the city, including the hillside slope between lower Lansingburgh and Oakwood Avenue. Burial lots, walks and roads were laid out by J. C. Sidney, an experienced landscape engineer. The cemetery was dedicated and consecrated with appropriate exercises October 16, 1850. The cemetery, overlooking the city, and with its natural advantages added to the art of landscape gardening, is a place of unusual sylvan beauty. Among

the most conspicuous of the numerous monuments is a stately monolith seventy-five feet high, marking the grave of the distinguished soldier, Major-General John Ellis Wool, who died in Troy, November 10, 1869; and the finely sculptured sarcophagus of another valiant officer, Major-General George H. Thomas, "the Rock of Chickamauga." In 1884-85 a dignified keeper's lodge was erected at the western entrance to the grounds, on Cemetery Avenue. Massive granite pillars supporting the iron gates, a bronze bust of John Paine, the association's first president, the unusually beautiful monuments, the close-clipped sweeping lawns and the distribution of shrubs and trees, all blend into a harmonious picture of quiet beauty. In another part of the cemetery is the justly famed Gardner Earl Memorial Chapel, of beautiful Romanesque architecture, with its stained glass windows, choice marbles, elaborate sculpturing, artistic mosaic floors, impressive loggia and exquisite foliated arches; and is said to be one of the few mortuary shrines in the United States that ennobles the fame of its architects. The structure was erected in 1888-1889 by William S. and Hannah M. Earl in memory of their only son, Gardner, whose death occurred March 3, 1887. The building, one of the most costly of its kind, was designed by Fuller & Wheeler, and occupies an eminence three hundred feet above the level of the Hudson River, which it overlooks. The building is constructed of cut stone. The tower at the south end of the building is ninety feet high, and the loggia connecting it with the chapel is eighteen by forty-five feet in dimensions. The nave of the chapel is twenty-six by forty feet, and the chancel sixteen by twenty-six feet. The length of the building is one hundred and thirty-six feet, with a width of forty feet at the north end. The crematory, one of the first and most elaborate in the country, on the west side of the chapel, is supplied with incinerating apparatus of the most approved and modern construction. Within the secluded precincts of Oakwood Cemetery are the graves of many of the earliest inhabitants of Troy, among the number being those of Jacob D. Vanderheyden, Matthias Vanderheyden, Dr. Samuel Gale, Benjamin Covell, Rev. Jonas Coe, and Emma Willard. There are also many very beautiful family mausoleums.

Third Street Burial Ground—The first public burial ground in the village of Troy extended along the east side of Third Street, from State Street to the lot on which the First Baptist Church is built, this land having been given to the village May 10, 1796, by Jacob D. Vanderheyden. After Oakwood Cemetery was laid out, many of the remains in it were disinterred and reburied in Oakwood. When the graveyard was taken in 1875 for the site of the city hall, the remaining two hundred and eight bodies were exhumed and buried in Oakwood Cemetery at the expense of the city. A few of the graves between the city hall and the church were not opened, those marked by tombstones being covered with them and the whole plat sodded over. One of these graves is that of Platt Titus, who at the time of his death, April 30, 1833, had been proprietor of the Troy House nearly thirty years.

Troy Cemetery—This burial ground, east of Mount Ida and west of Ida Falls, was given to the village in 1814 by Stephen Van Rensselaer, the deed of conveyance being dated January 20, 1815. The entrance is at the foot of Chestnut Street, south of Congress Street.

Mount Ida Cemetery, comprising twelve and three-tenths acres of land, was purchased by the city January 1, 1832, on the south side of the Poestenkill and east of Pawling Avenue. One hundred and thirteen perches of the southern portion of it were sold February 5, 1835, to St. Peter's Roman Catholic Church. It contains the grave and monument of Colonel Albert Pawling, Troy's first mayor. In 1908 the old cemetery was cleared of underbrush and beautified, and enclosed by an iron fence, through a gift of Mrs. Russell Sage, for the purpose.

St. Mary's Cemetery, on the north side of the Brunswick Road, at the eastern edge of the city, was purchased by Rev. Peter Havermans September 10, 1845, and conveyed by him in 1866 to the trustees of the cemetery. It contains a modern lodge and gate, and has been beautified through landscape gardening.

Sixth Ward Cemetery is a small cemetery on the west side of Vandenburgh Avenue, near the old upper works of the Burden Iron Company, and was given to the city by the Troy Nail Factory Company May 17, 1836, for use as a public burial ground for that section of the city.

New Mount Ida Cemetery, on the north side of Pine Woods Avenue, a half mile east of the original Mount Ida Cemetery, was purchased by the city October 5, 1854. Adjoining it on the east are the Jewish cemeteries of the different congregations, with new entrance gates erected in 1915 by James Goldstone. An orthodox Hebrew cemetery is located on Spring Avenue, outside the city.

St. Peter's Church Cemetery, which approaches Oakwood for scenic beauty, was purchased February 11, 1858, by Rt. Rev. John McCloskey, Bishop of Albany. It is situated opposite and east of Oakwood Cemetery.

St. Joseph's Cemetery is located on the high ground between the Poesten and Wynants Kills, and was purchased November 1, 1860, by Rev. Joseph Loyzance for the use of the members of St. Joseph's Roman Catholic Church.

Other cemeteries include Forest Park, located on Pine Woods Avenue road beyond the city line; Elmwood, on the east side, with entrances from Belle and Pine Woods avenues; and the burial place of St. Jean Baptiste (French) Catholic congregation on Spring Avenue.

CHAPTER XXXIV.

"THE PASSING SHOW."

Centennials of Naming of Troy and Chartering of City—Notable Troy Week and Hudson-Fulton Celebrations—Tablets Mark Historic Places—Perpetuating the Names of Distinguished Citizens—Visits of Famous Heroes and Statesmen—Early Forms of Amusement—Trojans Who Acquired Fame on the Stage—First Production of "Uncle Tom's Cabin"—Modern Theatres and Theatricals—Old "Haymakers" Nine—When Troy was in the National League—Famous Baseball Players and Well-known Athletes—Detached Historical Incidents.

It is said that all Americans love a pageant or a parade—and Trojans are thoroughly American. This city remembers its birthdays and glories in the celebration of events of national and local interest. Being thoroughly patriotic, it delights in honoring the country's heroes, and it has been given during its long history unusual opportunity to pay homage to some of the most distinguished men of this and foreign lands. From its earliest days it has been honored by the presence of foremost Americans, the first recorded public reception occurring within two years after the settlement was named, when in May, 1791, Thomas Jefferson, then National Secretary of State, and James Madison, representing Virginia in the Congress of the new Republic, both of whom later became Presidents, visited this community and were entertained at Ashley's Tavern, while en route by stage-coach to Lake George.

Troy's Centennial—Troy assumed its name January 5, 1789, and as the hundredth anniversary of that event approached, prominent citizens decided to celebrate it in "a manner worthy of its importance and creditable to the citizens." A public meeting was held December 11, 1888, in the rooms of the Troy Young Men's Association, and at another meeting held December 14, C. E. Dudley Tibbits was elected president; Walter P. Warren, William E. Hagan, and Lewis E. Gurley, vice-presidents; William H. Young, Francis N. Mann and Edward F. Murray, secretaries; and Joseph J. Tillinghast, treasurer. The Committee of Arrangements was made up of one hundred prominent citizens. The celebration began Wednesday evening, January 2, 1889, when a concert was given in Music Hall, under the direction of John H. Knox, Edmund Cluett, Justin Kellogg, William H. Hollister, Jr., J. E. Schoonmaker, and A. W. Harrington, Jr. The program included soprano and contralto solos, concerted singing by the Troy Choral Union, the Troy Vocal Society and the Troy Maennerchor, and music by Doring's Military Band and Maschke's Cadet Band.

Thursday, January 3, was "Historical Day." In the afternoon a meeting was held in Music Hall, during which various speeches outlined all phases of Troy's growth, and historical poems were read. Thursday night was "Church Night," at which pastors of Troy's many churches

were present, and gave addresses tracing the growth of the different denominations. While this meeting was in progress at Music Hall, the German citizens celebrated at Apollo Hall by chorus singing, historical tableaux, and addresses by prominent German citizens.

A public school festival was held Friday afternoon, at which a chorus of five hundred school children sang patriotic songs. Addresses were given, historical poems were recited, and essays were read by school children, prizes then being awarded for the best historical poems and essays. Friday night was "Lawyers' Night." The public meeting in Music Hall was presided over by Supreme Court Justice Charles R. Ingalls Interesting papers were read by prominent lawyers, as well as eulogies of some of the early members of the Rensselaer County Bench and Bar.

The Centennial celebration closed in a memorable way. At midnight Friday, at the beginning of Troy's natal day, fireworks were discharged in profusion over all the city; whistles blew continuously; hundreds of bonfires lighted the city; and one hundred strokes were pealed out by the fire alarm bell in the City Hall. At sunrise a salute of one hundred guns was fired on Center Island by a squad of artillerymen from Watervliet Arsenal, and the festivities in the city lasted throughout the day and late into the next night. The city was brilliantly illuminated and beautifully decorated. Thousands of visitors gathered, among the most distinguished being Governor David B. Hill. As a memento of the occasion a bronze medal was struck, one side representing the village as it appeared when the name was changed from Vanderheyden to Troy, and one the other side the seal of the city of Troy in 1889.

Washington Centennial—In the same year of the above centennial, on April 30, the citizens of Troy observed the one hundredth anniversary of the inauguration of President Washington in a becoming manner. Memorial services were held in the churches, and at the First Baptist Church a masterly historical address was delivered by Justice C. R. Ingalls of the Supreme Court. All public buildings, residences and business houses were decorated with the National colors.

Troy Week—Troy Week, a gala "Old Home Week," was held September 6 to 9, 1908, and was the outcome of a Booster Club originated by Bert E. Lyon, and a suggestion to advertise the city made in May, 1906, by Frank E. Howe. The Troy Chamber of Commerce, under the leadership of President Cornelius F. Burns, immediately took up the idea and for two years worked indefatigably making plans and devising ways and means for a monster celebration. The results exceeded all expectations, and the celebration was attended by one of the greatest crowds in the history of the city. The opening day, Sunday, September 6, was Church Day, special morning services being conducted by former pastors, with an address by Governor Hughes in Prospect Park in the afternoon, with a notable gathering of the school children of the city who sang choruses. Monday was taken up with parades, picnics, reunions, receptions and concerts. Tuesday, September 8, was Civic Day, and was characterized

by the annual parade of the Police and Fire Departments, assisted by the local militia, uniformed clubs and fraternities, and floats representing Troy's industries. In the afternoon automobile rides, sails on the Hudson, outings in the parks, balloon ascensions, baseball games, athletic contests and a regatta on the Upper Hudson were enjoyed. Wednesday, September 9, was Educational Day, receptions being held in Emma Willard School, Rensselaer Polytechnic Institute, and public schools. In the afternoon there was a monster parade of school children, the parade consisting of fifteen historical floats, fifteen marching companies of uniformed school boys, and the personnel of all the public and private schools. In the evening fireworks were displayed in Prospect Park and Rensselaer Park. The city was beautifully decorated with arches, street colonnades, flags, bunting, posters, banners and electrical displays. Prominent among the citizens who by their untiring work made Troy Week a success, including chairmen and heads of committees, were: Mayor Elias P. Mann, Cornelius F. Burns, Edgar K. Betts, Bert E. Lyon, Harvey S. McLeod, Alba M. Ide, Walter P. Warren, John Hudson Peck, Andrew P. McKean, Frank S. Davis, William H. Anderson, Samuel E. Hutton, Henry Wheeler, James W. Fleming, James H. Caldwell, Mrs. J. Van Stone Jacobs, Major-General James H. Lloyd, Colonel M. M. Dunspaugh, Herbert P. Lansdale, Colonel James M. Snyder, Thomas Impett, T. J. Quillinan, Professor C. W. Crockett, Howard S. Kennedy, Thomas R. Campaigne, A. H. Millard and Judge Lewis E. Griffith. The proceeds of Tag Day, June 6, 1908, and other public donations, amounting to more than $25,000, paid the expenses incident upon the holding of such a great celebration. Too much credit cannot be given to the Chamber of Commerce, whose work and interest made Troy Week possible.

Unveiling of Bronze Tablets—Among the important incidents of Troy Week was the unveiling of ten bronze historical tablets by the Historic Committee of the Chamber of Commerce, under the direction of Chairman John H. Peck. The unveiling, accompanied by exercises characterized by solemnity and simplicity, took place Monday afternoon, September 7, 1908, in the following order:

Tablet No. 1, located at the corner of River and Middleburgh streets. The inscription on the tablet reads:

Here was established
1824
By
Stephen Van Rensselaer,
Founder,
Amos Eaton
Senior Professor,
The Rensselaer School,
The first school of civil engineering in
any English speaking country,
Now
The Rensselaer Polytechnic Institute.
Site also of the
Farmers' Bank,
the first bank organized in Troy.

Tablet No. 2, located at the junction of Mill Street and the Wynantskill, the tablet bearing this inscription:

Near This Place
in
1835, 1843, 1857
HENRY BURDEN
(1791-1871)
First operated machines which he had
invented for the manufacture of
horseshoes and which became an
important factor in the Civil and
Military Development of the country.

Tablet No. 3, located at the site of the old State Armory, southeast corner of Ferry and River streets, bore the following inscription:

At or near this site
1720
stood the homestead of
Dirk Vanderheyden
original proprietor of that name and
later occupied by
Jacob D. Vanderheyden
(Middle Patroon)
1758 1809
Who had become owner of the farm at
Vanderheyden's Ferry or Ferry Hook
Afterwards the central and compact
portion of early Troy.

Tablet No. 4 is located at the northeast corner of Ferry and River streets, and bears this inscription:

On this site stood
1788
Ashley's Tavern
Kept by
Capt. Stephen Ashley
A veteran of the Revolutionary Army, an
early and leading Trojan. It was long a
centre for public gatherings of every nature,
religious, political and social. Here the
County Court first was held in Troy and
here a church was first organized in Troy.

Tablet No. 5 is erected on the National City Bank Building, northeast corner of First and State streets, and is inscribed as follows:

Here was begun
April 27, 1860,
The rescue of
Charles Nalle,
an escaped slave who had been arrested
under the fugitive slave act.

Tablet No. 6 is located in the lobby of the City Hall, southeast corner of State and Third streets, and bears this inscription:

To
John A. Griswold
and
John F. Winslow,
Who with two others made possible the

building of the Monitor by
guaranteeing her success and so turned
the tide of war and revoluntionized
Naval construction.

Tablet No. 7 was located at No. 139 Third Street, but was later stolen by vandals. The inscription of the tablet read:

In this house
probably before 1827,
Detachable Shirt Collars
were first made
and the collar industry originated
by
Hannah Lord Montague
1794—1878
(Mrs. Orlando Montague)
Inventor and manufacturer.

Tablet No. 8 was erected in the lobby of the courthouse, southeast corner of Second and Congress streets. The subject matter reads:

In memory of
William L. Marcy
1786—1857
a foremost citizen and statesman of
the State of New York and of the
United States, who was a student of
law in Troy and began practice
of his profession in the first Rensselaer
County Court House on this site.

Tablet No. 9, placed on the Anna M. Plum Memorial, Ferry Street, west of Second, bore this inscription:

On this ground
1793
Samuel Wilson
familiarly known as "Uncle Sam," erected the dwelling in which he resided many years. He furnished beef to the military camps during the War of 1812. The Troy soldiers called it "Uncle Sam's Beef;" others supposing the name referred to the Inspector's mark, "U. S.," gradually applied it to all government property and ultimately "Uncle Sam" came to designate the United States first throughout the country and then everywhere.

Tablet No. 10 was erected on Russell Sage Building on Second Street, between Congress and Ferry streets, and the inscription includes the following:

Here was established
1821, by
Emma Willard
The Troy Female Seminary
Now
Emma Willard School
the first school founded for the higher
education of women.

It is the site also of
Moulton's Coffee House, where, 1796,
Apollo Lodge, F. and A. M., was organized
and its first officers installed.

Hudson-Fulton Celebration—The mammoth Hudson-Fulton Celebration, embracing the entire Hudson Valley, was in commemoration of the three hundredth anniversary of the discovery of the Hudson River by Henry Hudson and the one hundredth anniversary of the advent of steam navigation when Robert Fulton's "Clermont" evoked such surprise and incredulity on its maiden trip. The celebration was held from September 25, 1909, to October 9, inclusive, and the final day was allotted to Troy, at the head of the river navigation. Troy Day of the Hudson-Fulton Celebration brought this monster pageantry triumph to a most successful close. Thousands of visitors flocked to the city, forming by far the greatest multitude that ever gathered in Troy. This city's part in a celebration which attracted the interest of the entire civilized world, was not confined, however, solely to Troy Day. Such a variety of features was planned by Trojans that three days, October 7, 8 and 9, were found necessary. The celebration in Troy began Thursday night, October 7, 1909, when Mayor Elias P. Mann, general chairman of the Troy Hudson-Fulton Celebration Committee, pressed a button which flooded the city with dazzling light. The illumination was the most elaborate that could be devised, as were also the decorations. Buildings were covered with bunting, flags and electrical displays, commemorative and triumphal arches dotted the city, and ingenious replicas of the "Halve Maen," Dutch windmills, and other historical subjects met the eye at every turn. During this first evening of Troy's part of the celebration Doring's full military band gave a concert at the City Hall, and the streets were gay with carnival crowds.

Friday, October 8, was designated as "Women's Day." In the afternoon a historical Hudson-Fulton meeting was held at Music Hall, and in the evening, on an immense grandstand erected in front of the north end of the City Hall, an open-air concert was given by a chorus of 1,000 mixed voices, assisted by an orchestra of fifty pieces.

At 9.00 A. M. Saturday, October 9, the local flotilla, headed by the flagship "Chegoba" of the Naval and Transportation Committee of Troy, with Naval Marshal Charles M. Connolly; the Naval Committee boat "J. B. Carr"; and the river steamboats "Trojan" and "Rensselaer," left the city and proceeded to Albany, where they met and escorted to Troy the Hudson-Fulton fleet, including the replicas of the "Half Moon" and the "Clermont," salutes being fired as the combined flotillas passed the Watervliet Arsenal. There followed a buffet luncheon by the Troy Reception Committee, naval parade and review, and motorboat races. At 2.00 P. M. Governor Hughes and staff and hundreds of distinguished guests were met and formally welcomed by Mayor Elias P. Mann at the Broadway landing, from where a column of school children, with Cornelius F. Burns as marshal, escorted the Governor and guests to the reviewing stand at the City Hall. In the afternoon a military parade was held, following which the Governor and guests were taken on a sight-seeing tour over the city. At 6.00 P. M. a banquet was held on board the steamer "Trojan," addresses being made by Governor Hughes, ex-Governor Frank S. Black; General Stewart L. Woodford, president of the

Hudson-Fulton Commission; and Herman Ridder, presiding vice-president of the commission. Following the banquet came the evening illuminated parade, made up of uniformed fraternal and civic societies, twenty of the magnificent historical floats which had been made and brought to this city from New York, and representations from the social organizations, the colleges, and the factories and business houses of Troy. Following the parade the city's guests were driven through the streets to view the magnificent electrical displays, and were then escorted to the steamer "Trojan" to view the fireworks, consisting of more than one hundred pieces, which took place at 9.45 P. M. from Watervliet Arsenal. At 9.00 o'clock in the evening the giant celebration was officially closed in a most unique manner. Beacon fires were lighted on the hills of Troy, which was the signal for similar fires to be lighted on all the mountains and hilltops along the heights of the Hudson to Staten Island. This long chain of signal fires, which burned for several hours, was in turn the signal for beautiful fireworks to be set off at all cities, villages and hamlets along the Hudson from Troy to New York.

The Hudson-Fulton Celebration, which was by far the largest and most comprehensive of its kind ever undertaken in the State of New York, is said to have surpassed the famed Mardi Gras carnivals of New Orleans for scope, ingenuity of thought and expression, and beauty of pageantry. A Trojan, Colonel Arthur MacArthur, was honored by being made the chairman of the Upper Hudson Committee. For Troy's part alone, local committees worked diligently for three months to make and perfect plans. The local committees were eighteen in number and were made up of four hundred prominent citizens. Bronze medals were struck in commemoration of the event.

City Charter Centennial—While Troy formally observed the Centennial of its incorporation as a city with a notable gathering at Music Hall, Wednesday evening, April 12, 1916, the three-day demonstration, which was planned by the Centennial Celebration Committee for October 1, 2 and 3 of the same year, was postponed by action of this committee in the late summer because of the prevalence of infantile paralysis in the State, and was finally abandoned owing to the entrance of the United States into the World War. The city, beautifully decked in National colors, began the observance of its natal day April 12 with a salute of twenty-one guns at noon, followed by the pealing of a hundred strokes on the church bells. Impressive and dignified exercises were held at Music Hall in the evening before a crowd which filled the auditorium, and addresses were made by Governor Charles S. Whitman, Mayor John Purroy Mitchell of New York City, Mayor Cornelius F. Burns, William J. Roche, who reviewed the hundred years of the city's history, and Senator George B. Wellington, who spoke on Troy politics. The opening prayer was made by Rev. Dr. Joseph H. Odell of the First Presbyterian Church, and the benediction by Mgr. John Walsh of St. Peter's Roman Catholic Church. The Centennial hymn and patriotic songs were sung by a combined chorus of the Troy Vocal Society, Troy Maennerchor, and the public school children, with music by Doring's Band. In connection with the

gathering a public meeting of the Common Council, the members of which were gathered on the stage, was held with President of the Council Albert J. Watson presiding, and an ordinance introduced by Alderman Orville E. Bosca was formally adopted, intending to honor the citizens who were considered to have contributed most to the advancement of Troy, to name public streets and places in the city in honor of Martin I. Townsend, John A. Griswold, Olivia Slocum Sage and the Warren family, and adopting an official flag of three perpendicular stripes, red on each side, and in the center a white field bearing the coat-of-arms of the city.

Honoring Distinguished Citizens—The ordinance to honor the memory of distinguished citizens follows:

AN ORDINANCE providing for placing in the City Hall building a granite stone upon which shall be inscribed the names of citizens of distinguished achievement in the history of the city of Troy.

Passed April 12, 1916.

The city of Troy, in Common Council convened, does hereby ordain as follows:

SECTION I. The city of Troy represented by the municipal government and the citizens assembled in Music Hall to celebrate the One Hundredth Anniversary of the incorporation of the city, desire to give expression to the respect which they entertain for the memory of citizens who contributed with great distinction to the progress and fame of the city during the century of corporate existence, which has now come to a close, and to perpetuate their names in visible and durable form and to excite and cultivate in the hearts of the citizens of this day and of those who will follow them, sentiments of civic pride, patriotism and public service; and to that end it is directed as hereinafter set forth.

SECTION II. The Board of Contract and Supply shall procure and cause to be set up in a conspicuous place in the City Hall building a granite stone upon which shall be inscribed the names of the following persons:

ALBERT PAWLING,
WILLIAM L. MARCY,
GEORGE TIBBITS,
EMMA WILLARD,
STEPHEN VAN RENSSELAER,
JOHN F. WINSLOW,
PHILO P. STEWART,
HENRY BURDEN,
DAVID L. SEYMOUR,
GENERAL JOHN E. WOOL,
JOHN A. GRISWOLD,
RUSSELL SAGE,
GENERAL JOSEPH B. CARR,
MARTIN I. TOWNSEND,
JOHN M. FRANCIS,
EDWARD MURPHY, JR.,
FRANK S. BLACK,
GEORGE B. CLUETT.

SECTION III. While these names have been selected, the people of Troy on this occasion express grateful recognition and appreciation of the services, sacrifices and patriotism of the many others who were active in the industrial, commercial, military, professional, public and church life of the city, and whose deeds redounded to the prosperity and shed lustre upon the annals of the city, and the omission of their names is due alone to the necessary limitations of space.

The officers of the Citizens' Centennial Celebration Committee were: President, Cornelius F. Burns; vice-presidents, James A. Burden, Robert Cluett, James A. Eddy, J. K P. Pine, William J. Roche, Seymour Van Santvoord; treasurer, Thomas Vail; secretary, C. Whitney Tillinghast Barker; corresponding secretary, Colbert E. Lyon.

DISTINGUISHED VISITORS.

Reception of MacDonough—In the War of 1812, at the naval battle of Lake Champlain, Commodore Thomas MacDonough, commanding the

American flotilla in those waters, achieved a decided victory over the British fleet in Plattsburgh Bay, September 11, 1814. The "Hero of Lake Champlain," in passing through Troy, December 3, 1814, on his way to his home in Middletown, Connecticut, was given an enthusiastic reception, as he was throughout his whole triumphal journey. He was met by the officers and trustees of the village and a body of citizens at the Half Way House, between Lansingburgh and Troy, and escorted to Platt Titus' Inn, on the site of Hotel Troy. There was a street parade followed by a banquet that evening, Saturday, at Seymour's Tavern. Remaining over Sunday, he was met by a delegation from Albany and escorted to that city.

Noble French Refugees—Several distinguished French refugees made Troy their temporary home in 1794, among the most eminent being Frédéric Séraphin, Marquis de la Tour du Pin Gouvernet, and his wife, a famous beauty of the French court. The marquis had served with honor as an officer in the French army, and at the beginning of the Reign of Terror his loyalty to his king, Louis XVI, placed his name on the list of those of the nobility destined for the guillotine. In a single day in April, 1794, his father, father-in-law, and uncle were executed, and realizing that his own life was in jeopardy, he fled to Bordeaux and remained in hiding for six weeks. There he secretly succeeded in obtaining passports to America for himself, his children, and their faithful nurse; and disguised as peasants they embarked without detection and sailed for America. The young and beautiful marchioness disguised herself as a boy, taking the name of Charles Lee. She made her way to a seaport, obtained a passport under the plea that her uncle had died in America and left her property, and also was successful in embarking without detection. A few weeks later, having sailed in different vessels, the marquis and marchioness were united in New York City. All the property they brought with them was two trunks containing several hundred fine towels. They came to Albany by sloop, with letters of introduction to wealthy citizens of that place, and from Albany came on to Troy with a letter of introduction to Mrs. John Bird, who later became the wife of Colonel Albert Pawling. The never-failing sympathy and many kindnesses of Mrs. Bird did much to help the travel and grief-worn refugees accustom themselves to their new surroundings. Mr. and Mrs. Bird assisted them in renting the vacant tavern at 140 River Street, later known as Mechanics' Hall, that being the only unoccupied building in the village at that time suitable for residence. Here the noble family lived in the greatest seclusion, only a very few persons besides Mr. and Mrs. Bird being admitted. It is said that the marquis and marchioness were "always affable and entertaining," in spite of the fact that they were constantly receiving news of the execution of their dearest friends and of the members of the families to which they were connected by birth or marriage. After scantily furnishing the old tavern—the bar room was used both as a parlor and dining room—the marquis had but $8,000 left, and this amount he placed at interest and endeavored to support his family on the small income. Talleyrand and other pro-

scribed compatriots occasionally visited the noble couple, and the nephew of the Comte de Rochambeau, who had also made his home in Troy, often accompanied the marquis on long strolls into the country and along the river. Although Roman Catholics, they attended services on Sunday in the Presbyterian meeting-house, these being the only public appearances of the marchioness.

Finally, the limited means of the marquis could no longer support the family, so he purchased a small farm, three miles west of the village of Washington (later known as Port Schuyler), and moved from Troy to cultivate it, assisted by a number of slaves. A part of the produce of the farm the marquis brought to Troy and Albany and sold. The pride of the noble couple forbade charity—even from Mrs. Bird, who became an intimate friend of the lovely marchioness—and after suffering hardships and privations they returned to France at the close of the Revolution. Much of his confiscated property was restored to the marquis, he again entered the service of his country, and under the empire served successively as Prefect of Amiens and Brussels, Counselor to the Embassy at the Congress of Vienna, Minister Plenipotentiary to the Court of the Netherlands, and later to Sardinia. He retired to Lausanne in 1832, and died there in 1837, in the seventy-ninth year of his age.

Three Visits of Lafayette—One of the most colorful and interesting events in the history of Troy was the reception given to the Marquis de Lafayette Saturday, September 18, 1824, and in none of the American cities which the distinguished soldier visted during his thirteen months' triumphal tour did he receive a more enthusiastic greeting than that given by Troy. The local committee on arrangements consisted of Colonel Albert Pawling; Colonel Derick Lane, who had served under Lafayette in the battles of Monmouth, Brandywine and Yorktown; Ephraim Morgan, Benjamin Smith, Stephen Warren, Gurdon Corning, James Mallory, John D. Dickinson, Joseph Russell, John P. Cushman and George Tibbits. Miss Sarah B. Tibbits, of Troy, a great-granddaughter of George Tibbits, has in her possession (1924) a well-preserved copy of the Troy "Sentinel," under date of September 18, 1824, which gives a graphic account of the celebration. The Troy "Times" observed the one hundredth anniversary of Lafayette's visit by running special stories in its issue of September 18, 1924, one of the features being a long descriptive poem by Miss Tibbits. Several of the verses are herewith included, for they recall the quaint customs and manners of the times:

The warm September sun shone bright,
Our little town was gay;
The folks had flocked into the streets,
All keeping holiday.
And each one dressed in Sunday best
With joy was fairly humming;
By coach and boat from Albany
Great Lafayette was coming!

The matrons, on their husbands' arms,
Had donned their richest dresses,
Their 'broideries and cashmere shawls,
While "leghorns" hid their tresses.

Their lords in long, black, broadcloth coats,
Tight pants of lighter hue,
High shining beavers, muffled stocks,
Were elegant to view.

In sprigged muslin and ribbons bright
Small waisted, lively girls
Glanced smilingly upon the scene
And shook their shining curls,
While ogling round each bonnet's brim
Was many a handsome dandy,
To carry shawls and parasols
And make himself right handy.

In Eton coats and visored caps
The boys, a merry crew,
Were whistling "Hail, Columbia,"
And "Yankee Doodle Doo,"
While little maids, in broad-rimmed hats
By ribbons held secure,
Wore their best set of pantalettes
In manner most demure.

Then through the crowd with steady tread
The Town Committee passed,
And took their way to Ferry Street
To greet the honored guest,
While from the shore arose a cry,
"The boats—they come, they come!"
And all could see the little fleet
A-shining in the sun.

Soon all could see the manly form
Of France's noble son,
Who in his youth came to our aid
And fought with Washington;
Erect and tall in spite of age,
His face with smiles aglow,
Right pleased to be where once he'd passed
Full forty years ago.

The Marquis de Lafayette arrived on the packet-boat "Schenectady," at the side-cut of the Erie Canal at Gibbonsville, now Watervliet, attended by the Albany Committee and the military escort from the State Capital. Here he was met by several of the Troy Committee, who remained on the boat as it passed through the lock into the river, where eight boats were waiting to tow the packet to the foot of Ferry Street. Quoting from the Troy "Sentinel":

This part of the spectacle was strikingly beautiful. The boats were each fitted with a mast on which was hoisted the national flag; each was furnished with four strong oarsmen, and in the stern of each, to guide the movement, sat the master of the sloop to which the boat belonged. The boats, being arranged in line and connected with hawsers, took the "Schenectady" in tow, and pulling out into the river far enough to clear the point of the shoal that stretches along the south side of the channel leading from the lock, they turned with a graceful sweep down the river, and gave to view the beautiful line in its whole length. Upon arriving opposite to the upper ferry (at Ferry Street), they again turned, and stood right across to the city. A fine band of music from Albany was stationed on the "Schenectady," and the oars were pulled to martial and patriotic airs. . . . . After the General, with his retinue had passed the United States Arsenal, on his way to the sidecut, five beautiful uniform companies from Albany, which had escorted him from that city, crossing at the ferry, united with the military of Troy, and the whole were marched in Ferry Street, to wait his landing.

The Committee of Arrangements received the general upon his landing in Ferry Street, and George Tibbits welcomed the distinguished visitor to the city. In his reply Lafayette referred to the many changes in America during his forty years' absence, saying that they were "astonishingly great, and in no place greater than at Troy, where, when he last saw it (during his visit to General Schuyler's headquarters in the Revolution), there was only one small house, and where he now saw a beautiful city and a numerous and flourishing population." The line of march was up Ferry Street to First, to Congress, to Second, to Albany (now Broadway), to Third, to River, and to the Troy House. The marshal and his aides led the parade, followed by the escort of military companies, the citizens four abreast, uniformed military officers, Masonic delegations, clergymen, members of the Committee of Arrangements, and then, says the Troy "Sentinel," "the General, accompanied by Colonel Lane of this city, who was one of the Jersey line during the Revolutionary War, rode in a superb barouche drawn by a pair of beautiful brown horses. The General's suite occupied the two next carriages and among them were his son, George Washington Lafayette; M. Vasseur, his secretary, and Colonel Huger, the chivalrous friend who aided in the attempt to rescue him from the dungeon of Olmutz."

The procession moved through the crowded streets to the Troy House, kept by Platt Titus, where, in the "tastefully decorated" front parlor, the General was welcomed by the recorder, Thomas Clowes, "the mayor (Esaias Warren) being out of town." Lafayette replied to the address of welcome, and was then conducted to an open balcony on the second floor, where he had a full view of the great crowd, and was himself in unrestricted view of the multitude. The balcony was decorated with evergreens and flags, and on an arch above it was inscribed: "Welcome Lafayette, the friend of Washington, the friend of America, the friend of Liberty." On a perch stationed directly over the crown of the arch was chained a living eagle. The general, who was a member of the Masonic order, then visited the Masonic chamber, known at St. John's Hall, on the upper floor of the hotel, where he was welcomed by Judge David Buel, Jr., who "admitted" him and addressed him. Afterward Lafayette descended to the dining room, where he "partook of a superb cold collation."

Greeted by Emma Willard—After luncheon the general and his party again entered their barouches and went to the Troy Female Seminary, where the ladies of Troy had assembled to greet him. The Troy "Sentinel" continues:

> The enterprise of the ladies had procured the framework of an arbor to be constructed, reaching from the street across the small park to the front of the Seminary Building, and with their own hands they had covered it with evergreens and decked it with flowers. On the arch at the entrance was the motto, "America commands her daughters to welcome her deliverer, Lafayette." The ladies were drawn up in ranks on each side of the arbor, and as the General entered it he was met by a committee of nine ladies, with Mrs. Albert Pawling at their head. The General was introduced to the committee by Colonel Lane and was addressed in a very neat and appropriate manner by Mrs. Pawling.

Lafayette responded to Mrs. Pawling's welcome, and then proceeded through the arbor to the steps of the seminary, where Mrs. Emma Willard was waiting to greet him. Above the doorway was another arch of evergreens and flowers, and the motto: "We owe our schools to Freedom; Freedom to Lafayette." Having been introduced to Mrs. Willard, the marquis listened to a song of welcome, composed by her and sung by the pupils of the school. Two of the pupils, one the daughter of Governor Van Ness, of Vermont, and the other a daughter of Governor Cass, of Michigan, then presented him with a copy of Mrs. Willard's "Plan of Female Education," and a copy of the song. The general was so impressed with the song that he asked for several copies to send to his daughters in France. He then returned through the arbor to the barouche waiting for him on Congress Street. The brave French nobleman left Troy that afternoon, the Troy "Sentinel" speaking of his departure as follows:

> On his way to the ferry the citizens in their anxiety to speak to him and to hear him speak, as well as to see him, thronged around and hung upon his carriage in such clusters that it was difficult to pass along, and, indeed, the press and his own goodness of disposition, often stopped him to shake hands with the eager population. . . . . When he embarked on board the ferry-boat to recross the river, his departure was cheered by the presence and the shouts of the whole multitude, and by the presence of a long array of our fair country-women, waving their hands and handkerchiefs. The General saw several individuals who had served with him in the Revolution and some who had shared with him the dangers and the glory of the same field. Colonel Lane, for instance, had been with him in the battles of Monmouth, Brandywine and Yorktown.

General Lafayette again visited Troy July 1 of the following year, when he breakfasted at the Troy House and called again at Troy Female Seminary, where he had been so warmly received on his previous visit.

Distinguished Hungarian Patriot—Lajos (Louis) Kossuth, the Hungarian patriot, who was imprisoned in Turkey in 1849, following the revolt of the Croats and the Serbians aided by Austrians, and who obtained his liberty in September, 1851, through the intervention of England and the United States, visited Troy Tuesday, July 3, 1852, during a tour of America. He was welcomed by a large concourse of people at Franklin Square, where he arrived on cars from Schenectady, and was entertained at the Troy House. In the evening he delivered an address in the First Presbyterian Church, which was crowded with citizens.

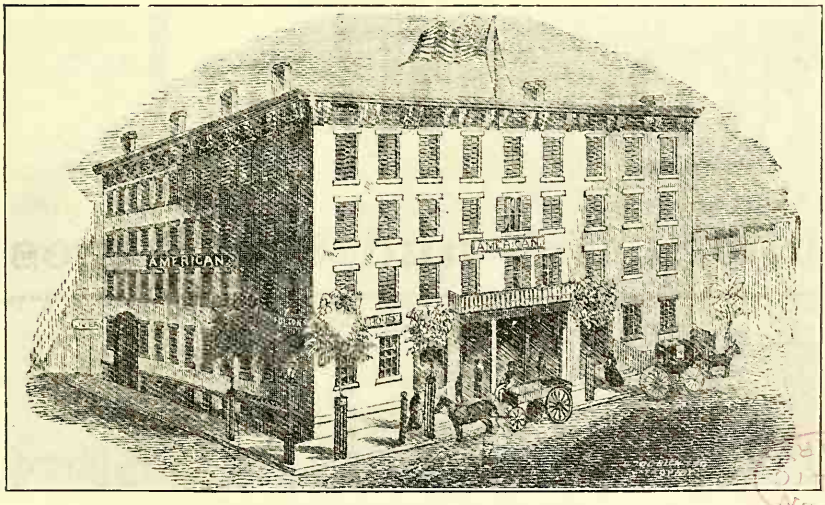
Noted Statesmen—Although from time to time the Presidents of the Nation and many leading statesmen have visited the city, among the earlier notables in political life who were given formal greetings here was Martin Van Buren, then President, who visited the city Saturday, August 10, 1839, and was formally received at Seminary Park, where Job Pierson made the address of welcome on behalf of the city. The President remained until Monday, when he went to Saratoga Springs. September 19, 1843, Daniel Webster, the famous statesman, came to Troy by way of New York City and made a brief stay. One of his distinguished contemporaries, Henry Clay, of Kentucky, was a guest of the

city Thursday, November 14, 1833. He was greeted by a large gathering at the courthouse, where Mayor George Tibbits made an address of welcome. An elegantly mounted double-barreled gun, made by A. D. Cushing, was presented him by Captain Francis Yvonnet of the Troy City Artillery in behalf of the young men of Troy. Senator Clay and Mrs. Clay remained in the city until Monday as guests of John D. Dickinson, attending worship Sunday morning at St. Paul's Episcopal Church and in the evening at the First Baptist Church. In August, 1849, Mr. Clay was again a guest of the city. Several notable demonstrations were made during visits of Theodore Roosevelt, both as Governor and President, as well as all the other Presidents since Lincoln.

Abraham Lincoln in Troy—One of the most memorable days in Troy was Tuesday, February 19, 1861, when Abraham Lincoln passed through this city on his way to Washington to be inaugurated President of the United States. Owing to one of the Hudson's periodical freshets it was dangerous to risk taking the ferry between Albany and Greenbush (City of Rensselaer), and as there was no other way of crossing the river at that point it was decided more prudent to convey the President-elect, his suite and the delegations escorting him, by a train of six cars to Waterford Junction, and from there via the Rensselaer & Saratoga Railroad to Troy. A crowd of about 30,000 persons collected in and around the Union Station to welcome the great statesman. While the train was crossing the bridge between Green Island and Troy, a detachment of the Troy City Artillery fired a salute of thirty-four guns; and as soon as the train entered the station, the cheering throng began pressing towards the last coach of the train, in which Mr. Lincoln was seated. A plank was then laid from the rear of the presidential coach to a matting-covered platform car, which was guarded by the Troy Citizens' Corps. Mr. Lincoln crossed the plank to the open car, where he was welcomed by Mayor Isaac McConihe, who, in his brief address, tendered him the hospitalities of the city. Mr. Lincoln courteously expressed his thanks for the honor paid him, and was then conducted by D. Thomas Vail, vice-president of the Troy Union Railroad Company, to the Hudson River Railroad train; the rear car of which was entered from the open car on which the addresses had been made. As the train left the station Mr. Lincoln stood on the platform of the last coach, and bowed with uncovered head to the multitude of enthusiastic Trojans.

Reunion of Army of the Potomac—The reunion of the Army of the Potomac, held in Troy in August, 1897, brought together again that famous body of men from all over the United States, and constituted one of the greatest crowds ever assembled in the city. Among the noted visitors August 20 were President McKinley; Vice-President Hobart; Governor Frank S. Black, a native Trojan; Brevet Brigadier-General W. W. Henry, president of the Society of the Army of the Potomac; Brevet Colonel Horatio C. King, secretary of the society; and Brevet Lieutenant-Colonel Samuel Truesdell, treasurer of the society. Colonel Charles L. MacArthur was chairman of the Troy Committee of Arrange-

TROY HOUSE. RIVER AND FIRST STREETS, 1890.



AMERICAN HOUSE. SOUTHEAST CORNER OF THIRD AND FULTON STREETS, 1850.

ments. The reunion of the society in Troy was significant chiefly because of two things: It was one of the largest, if not the very largest, of the post-bellum gatherings of the famous Army of the Potomac, and the thousands of members from all the Northern States were at that time in the very prime of life, men between the ages of forty and fifty. A notable feature was the great parade on Friday, which was viewed by the largest crowd ever gathered in Troy to that time and which was reviewed by President McKinley from a stand in front of the City Hall.

THEATRES AND AMUSEMENTS.

First Theatrical Performances—As early as 1793 the inhabitants of the little settlement of Troy, even before its incorporation as a village, were treated to a theatrical entertainment, held in Ashley's Tavern. The following advertisement set forth the merits of the entertainment:

This Monday evening, May the 20th, 1793, Mr. Moore, who performed in Albany about seven years ago, will give an evening's entertainment at the house of Mr. Ashley, in a course of lectures, when the chaste and delicate ear will find gratification; while mirth attends to call forth the Risible Faculties. The exhibition offered is entitled the Muse in Good Humor, in four parts; to be preceded by an Eulogy on Free Masonry. Tickets, 2 shillings and six pence for grown persons, and one shilling and six pence for children. Doors open at 7 o'clock, and the eulogy commences at half-past seven o'clock precisely.

Before the advent of menageries and circuses, one or two wild animals would be taken about the country and placed on exhibition at some leading inn for a number of days. The October 8, 1805, issue of the Troy "Gazette" contained a wood-cut of an elephant, and under it this advertisement:

A Live Elephant—To be seen in the village of Troy, at the house of Howard Moulton (now the site of Russell Sage College), from Tuesday morning the 8th of October inst., where she will continue till Thursday evening, the 10th. Price of admission, twenty-five cents, children half price.

In October, 1800, an African lion, "ten years old, three feet four inches high, and eight feet from his nostrils to the end of his tail," was exhibited for a number of days at Ashley's Tavern. "Grown persons" were charged two shillings and children one shilling for seeing "the King of Beasts." "A new and elegant collection of wax figures," was exhibited in "Platt Titus' Long Room," by "Messrs. Bishop & Dawson," in August, 1803. "A novel exhibition of natural curiosities" could be viewed "at Mr. Babcock's Hotel on River Street," in December, 1822. One of the advertised attractions of the show was "a dwarf cow from Spain, two feet nine inches high, allowed by butchers of New York to be a complete model of a beauty in the animal creation." Other startling advertised animals were a living coeater, an animal of the ape family, which had a "great use of his tail," and an educated bear which could "read, spell, subtract, multiply, divide, and make out any number with figures." Another part of the program included "music on King David's cymbal," which instrument was advertised to be "of the kind used so much by the ancients, and calculated to excite animation, it being plaintive, lively, and melodious." "Music on the Leaf, accompanied by the Violin and Organ,"

was also to be heard, the sounds produced by or on the "Leaf" being "much admired by the lovers of music, and considered a great curiosity." In April, 1823, a Mr. Keene gave a vocal concert at Babcock's City Hotel, and also "played accompaniments on the piano-forte." Cards of admission could "be had at the bar" for one dollar apiece. Mr. and Mrs. Russell and daughter gave a theatrical performance at Mr. Churchill's store-room, corner of Fifth Avenue and Ferry Street, in May, 1827. The plays were "selected from moral authors," twenty-five cents admission was charged, and the front seats were reserved for ladies.

First Troy Theatre—The assembly room of the Rensselaer House was fitted up for theatrical purposes, named the Troy Theatre, and was opened Tuesday evening, September 9, 1828, by "Mr. Parker and his theatrical corps." It has been written that this "was a local event of considerable interest to those who could conscientiously enjoy a play when public sentiment was so adverse to dramatical exhibitions." The vehicles for the opening night were "Douglass, or the Noble Shepherd," and a farce, "Raising the Wind." The plays presented by this company for the rest of that and the following week were: "The Young Widow," "Family Jars," "Fortune's Frolic," "Venice Preserved," "The Village Lawyer," and "Miss in Her Teens." Later, the assembly room was fitted up for a summer theatre, with boxes for ladies, and "The Mountaineers" was played there Tuesday night, July 21, 1829, by a traveling company, which included Joseph Jefferson, the grandfather of Joseph Jefferson, the distinguished actor; the elder Jefferson upon this occasion making his first appearance in the rôle of "Sadi." Mrs. Joseph Jefferson, his daughter-in-law (a Miss Burke before marriage), took the part of "Agnes." She was billed as being "celebrated no less as an actress than as songstress." The Rensselaer House, whose assembly room housed the Troy Theatre, was located at the corner of River and Second streets, and had previously been known as the Bull's Head Tavern. The principal actors of the Troy Theatre Company, which opened the 1828 season, were Messrs. Parker, Hunt, D. Stone, Mason, Mrs. Nagle and Mrs. Marshall. During the season Mr. Eberle, of Albany; Mrs. Douglass and Mrs. Stickney, of New York, and Mr. Cronk, of London, were guest artists at the Troy Theatre. "Mons. & Mad. Canderbeeck, from Brussels, the capital of Belgia," gave a vocal and instrumental concert, July 22, 1829, "at the courthouse in State Street."

Markets Become Theatres—In 1829 the hall on the second floor of the North Market, on Federal Street, was fitted up for dramatic performances, and was also called the Troy Theatre. It was opened July 4 of that year, with a play entitled "Pizarro, or the Death of Rollo." In February, 1847, the hall on the second floor of Fulton Market, at River and Fulton streets, was also transformed into a theatre, and was opened on Washington's Birthday by the manager, A. Sullivan, with the play "The Lady of Lyons." The hall on the second floor of Washington Market, on the northeast corner of Second and Division streets, was likewise converted into a theatre, as was also the hall in the Cannon Place

Building. Charlotte Cushman, before she became famous as an actress, gave a vocal concert in the latter hall.

The Troy Museum—Museums were as popular in the early days as were the more strictly amusement places and theatres, and were held in much higher esteem by the clergy and devout church members. The first of these in the city, the Troy Museum, occupied a part of the building on the northeast corner of River and State streets, and was opened to the public Monday, December 15, 1828. Three of the largest rooms were devoted to collections of natural and artificial curiosities, while in a room on the second story were about three hundred stuffed animals and birds, a case of more than seven hundred insects, another of six hundred specimens of minerals, one of six hundred shells, one of about one hundred different reptiles, and another with two hundred zoophytes, corallines and petrifactions. In another upper room was a large Indian collection, including implements of war, household utensils and articles of clothing, and fourteen life-size wax figures of Washington, Lafayette, Jackson, Daniel Lambert, Charlotte Temple, a Boston beauty, and others. There was also a room filled with paintings, in which was a "splendid cosmorama." The admission price was twenty-five cents; children, half of that amount.

Peale's Troy Museum occupied a building on the northeast corner of River and Fulton streets, and was opened to the public Monday night, August 23, 1847, with "a grand concert of vocal music" by Mrs. Watson and her little son, Master J. Paganini, aged ten years. Other "performances and exhibitions and entertainments adapted to juvenile visitors," were given by the manager of the museum from time to time. This museum also had a vast number of curios, *objets d'art,* and natural history exhibits, and was described by one journalist as follows:

> No one can traverse these elegant rooms and through the medium of old-time relics hold communication with past ages, without coming away, if not better, at least a wiser person. Birds and beasts of every description are ranged around the rooms, from the smallest humming bird to the American eagle, and from the monkey to the rhinoceros. We were particularly pleased with the different specimens of the flamingo, some of them most perfect, both in form and color. Minerals, fossils, and shells, rare, curious, and in great abundance; strange fish, crocodiles, and a creature called the duck-billed patibus are among the wonderful; while of the beautiful, the cosmoramic views are the most lovely things we have seen. . . . . Take it all in all, we have no hesitation in saying that *our museum,* in point of beauty, neatness, and elegance, is second to none.

"Uncle Tom's Cabin" First Played in Troy—The first dramatized performance on any stage of Harriet Beecher Stowe's famous novel was presented in Troy in 1852 on the stage of Peale's Troy Museum, where concerts and plays were given nightly, with the exception of Sunday performances and in addition to Saturday matinees. The dramatizing of the book and the playing of the drama was distinctly a family affair. George C. Howard was at that time the manager of the museum, and he prevailed upon his nephew, George Aiken, to dramatize the book—without Mrs. Stowe's consent, it is understood—as a vehicle to display the dramatic ability of his little daughter, Cordelia Howard, aged four. The cast of this first production of "Uncle Tom's Cabin" included Cordelia

Howard, the first Little Eva; Mrs. George C. Howard, the first Topsy; George C. Howard, as St. Clair, the Southern planter; Mrs. Howard's mother, Mrs. Emily Fox, was Aunt Ophelia; and George and Frank Aiken, nephews of the Howards, also took part. The orchestra leader at that time was Ed Catlin. The premiere of the play was on September 27, 1852. The play was an instantaneous success; patronage grew by leaps and bounds; and the piece ran for one hundred and fifty consecutive nights in Troy. Mrs. Howard, who created the rôle of Topsy, and her daughter Cordelia, the original Little Eva, subsequently became well-known actresses. Cordelia Howard became Mrs. MacDonald and settled in Cambridge (near Boston), Massachusetts, her mother coming to live with her, and spending her remaining days there. In 1921, Mrs. Cordelia Howard MacDonald, although seventy-three years of age and having "died" innumerable times as the ethereal Little Eva, was still remarkably young in spirit and possessed of unusual vitality. Although in virtual retirement she was persuaded to give an interview to the press, one reporter describing her as follows:

> If Mrs. MacDonald is seventy-three she does not look it. She passed down a long flight of stairs just as a sixteen-year-old girl runs down them. One knew they were little feet as one heard their rapid patter, that the body they carried was not a heavy one, and you guessed that it was a girl who was walking. The personality which moved audiences is still retained practically undiminished by the original Little Eva. It is rather a willful one, certainly determined, but charming. Her crown of hair is white and the kind that sets off her fine eyes.

Griswold Theatre—The present (1924) Griswold Theatre occupies what has been a theatrical site for seventy years. In 1855, a larger playhouse being desired, a group of local capitalists organized the Troy Dramatic Building Association, and erected, during the same year, the Troy Adelphi at 10 and 12 Third Street, between Albany (Broadway) and Fulton streets. The Adelphi had a seating capacity of 1,400 persons, a stage forty-two feet in depth, and a drop curtain painted by Edward Hayes of the Boston Theatre depicting a view of Lake Geneva, Switzerland. The Adelphi was formally opened Monday night, October 22, 1855, with the presentation of "Love's Sacrifice, or the Rival Merchants." The last performance was "Peep O'Day," given Saturday night, September 13, 1862. Fire of an unknown origin destroyed the theatre shortly after midnight, October 10, 1862. During the following year Griswold Hall, named in honor of John A. Griswold, was built on the site of the Adelphi, and was opened with a "grand concert" Monday night, January 11, 1864. The theatre was burned to the ground Saturday morning, April 1, 1871. Construction work was immediately begun on the Griswold Opera House, on the same site, and it was formally opened Monday night, October 30, 1871, with "The Lady of Lyons," Mrs. Emma Waller, the lessee, filling the rôle of "Pauline." The drop curtain was painted by Seavey, of New York, depicting a view of Lake Como, near Bellagio. The house seats 1,500 persons, and the stage is sixty feet in width and forty-two feet in depth. August 1, 1905, the theatre was leased by the F. F. Proctor interests, remodeled and redecorated, converted into a vaudeville house

and then into a cinema theatre, and given the present name, Griswold Theatre.

Other Nineteenth Century Theatres—Rand's Hall, on the northwest corner of Third and Congress streets, was used for a score of years as a concert and lecture hall until 1872, when it was enlarged and fitted up for dramatic presentations. Monday evening, November 11, 1872, it was formally opened as Rand's Opera House, with readings by the internationally famous English actress, Mrs. Scott Siddons. In 1888 the interior was entirely remodeled. On January 31, 1922, the structure was consumed by fire and was later replaced by a store and office building. The Grand Central Theatre, at Nos. 71 and 73 Fourth Street, was opened as a vaudeville house Monday night, June 7, 1875. Previously the building had been the First Unitarian Church, and before that the Presbyterian Session House. The theatre had a large stage, and the auditorium seated six hundred persons. The building was burned December 24, 1881, but was reconstructed in the following year. The theatre was again destroyed by fire March 21, 1887, and was not rebuilt as a theatre. Another theatre, now extinct, was the Gaiety, a burlesque house, at 405 River Street, which had been opened in the fall of 1888. The Lyceum Theatre, at 700 Federal Street, built in the early 90's as a roller skating rink, has been used by turn for plays, vaudeville, burlesque, boxing and other shows.

Troy Theatres in 1924—Proctor's Theatre, on the east side of Fourth Street, south of Broadway, was erected in 1913-14 at a cost of about $325,000, and is the largest theatre in F. F. Proctor's vaudeville circuit, and one of the finest in New York State. The theatre, of tapestry brick and green terra-cotta, granite and tile trimmed, has a frontage of one hundred and fifty feet about midway between Broadway and State Street, and extends back to Williams Street, a depth of one hundred and thirty feet. The building is five stories in height on the street front and houses five stores on the ground floor and twenty-three apartments above. The theatre entrance and foyer are of marble, and the auditorium, eighty-five feet square and with a seating capacity in excess of 2,500, is up-to-date and luxurious in all its appointments. Distinctive features of the interior are the double sets of ramps leading to the balcony and mezzanine, taking the place of the usual stairways, and the mural decorations painted by David Lithgow. The stage is eighty-five feet wide and forty feet in depth, with modern equipment and appliances.

The Troy Theatre, on the west side of River Street, between Grand and Fulton Streets, was built in 1922-23, at a cost of $250,000, and is under the management of the Mark Strand Theatre Company of New York and Brooklyn. High-class, first-run motion pictures are presented in conjunction with special musical programs. The theatre, one of the finest cinema houses in the East, is of the most modern theatre construction, luxuriously furnished and appointed, and an achitectural asset to the city.

Other Troy theatres, all of which are devoted to motion pictures, are: the Lincoln, on Third Street, opposite the City Hall; the Ameri-

can, on River Street, below Fulton; the Palace, on Fifth Avenue, at the corner of Hoosick Street; the Rose, on Fourth Street, below Congress; and several more smaller houses.

The Masque of Troy, the oldest Little Theatre Company in Troy, and one of the oldest active amateur dramatic organizations in the United States, was founded by John M. Francis in 1909 for the purpose of giving plays to develop talent and raise money for worthy objects. It selected one vehicle each season and presented it every week, sometimes producing one play as many as thirty-five times throughout this section of the State. It is unique in two respects: none of its members receive compensation, and it carries its own portable staging outfit, including lighting system and curtains, which make it possible to present its productions as completely upon a school platform without any facilities as upon a well-equipped stage. One of its graduates, Ruth Taylor, as Rena Titus, made a hit as a professional stock company actress, and had been engaged for metropolitan appearance when she left the stage to become the wife of Frank H. Myers, of Albany. Among the productions of The Masque have been "The Thirteenth Chair," "Pomander Walk," "A Scrap of Paper," "Mrs. Temple's Telegram," "The County Chairman," "Stop Thief!" and other standard vehicles. It also presented several plays written by Mrs. Francis. The organization had netted upwards of $100,000 for various worthy objects up to 1925.

Troy's Contribution to the Stage—Among the many native Trojans who have become devotees of Thespis or Terpsichore, no names are accorded a higher place in the theatre's Hall of Fame than those of the Nash sisters, Mary and Florence. The sisters, born Ryan, are natives of Troy, step-daughters of Philip F. Nash, the well-known theatrical booking office manager. Miss Mary Nash made her début on the professional stage in 1903, as a member of a stock company in Hoboken, New Jersey, and since that time her rise has been meteoric. Some of her greatest successes have been achieved in the following vehicles: "The Girl from Kay's;" Barrie's "Alice Sit-by-the-Fire," a revival of "Captain Jinks;" Galsworthy's "The Silver Box;" in the exacting rôle of Ethel Carlton in "His Excellency, the Governor;" the well-remembered "Cousin Kate;" "Carrots;" with Andrew Mack in "Arrah-na-Pogue;" "The Girls from Holland;" "The Royal Mounted;" "The Truants;" "The City," and in the never-to-be-forgotten "The Man Who Came Back." Mary Nash has achieved stellar honors in several later plays, and is world-famous for the classic beauty of her hands. Miss Florence Nash, like her sister, made her professional début in the Hoboken stock company, and received additional stage training in Philadelphia and Baltimore stock companies. She startled Broadway in "The Darling of the Gods," under the Belasco banner, and has since won fame as a comedienne extraordinary in "The Boys of Company B;" the Charles Frohman production of "Miss Hook of Holland;" "Algeria," and with DeWolf Hopper in "The Pied Piper." She then returned to the Belasco forces in the all-star cast of "The Lily," after which she starred in "Miss Patsey" and Victor Herbert's "Sweet

Sixteen." Her latest and greatest achievement was with Glenn Hunter in "Merton of the Movies," and that she competes with her equally famous sister for the most beautiful hands in the world is shown in the remark by Viscount Aberfeldi, the international critic, who upon seeing her easily carry off the majority of the honors in "Merton of the Movies," exclaimed: "Miss Nash is America's greatest comedienne, and she has the most beautiful and expressive hands I have ever seen."

Edwin Booth's First Wife—Though not often recalled in these later days the first wife of Edwin Booth, the famous tragedian, was Mary Devlin, a native of Troy, whom he met when playing in Richmond, Virginia, and they were married there July 7, 1860. Shortly thereafter they journeyed to England, where Mr. Booth played nearly two years. One child, Edwina Booth (who became Mrs. Grossman), was born in Fulliam December 9, 1861. After the return of the great actor and his family to America Mrs. Booth sank under a sudden illness and died February 21, 1863.

A Leading Comedian—James Lewis, the veteran actor of light comedy and character parts, who died at an advanced age in 1896, was a native of Rensselaer County, born in Nassau, and made his home in Troy in his younger days. He was a leading member of Augustin Daly's famous Fifth Avenue Theatre Stock Company in New York, and during the early eighties played in that organization with Mrs. George H. Gilbert, Fannie Davenport, Lester Wallack, and Edith Kingdon, afterwards Mrs. George J. Gould. It has been said that his interpretation of Touchstone in "As You Like It" to Ada Rehan's Rosalind has never been approached for subtlety and finish. Indeed, Ada Rehan, whose name was one to conjure with a quarter of a century ago, was an Albany girl, and frequently played small parts in Troy productions before she became famous.

Many Trojans in Stageland—Miss Susie Hageman, know to the stage as "Beatrice Cameron," was born in Troy, a daughter of Dr. W. H. Hageman, of Winter Street. She became the wife of one of the greatest Thespians of them all, Richard Mansfield, and won fame in Shakespearian rôles in support of her noted husband.

William Hanlon, a native of Troy, whose death occurred at the Actors' Home on Staten Island in 1923, was one of the greatest pantomimists the American stage has ever known, and will be remembered as the co-producer with his brothers Alfred, Thomas, Frederick and Edward of "Le Voyage en Suisse," "Superba," and "Fantasma," three of the most famous pantomimes of their day. The February 20, 1923, issue of the Troy "Times," in reviewing his career, said: "Mr. Hanlon started his career as an acrobat, touring the world with his brothers. Their productions in the field of pantomime developed gradually from their adventures in the circus ground. They invented the acrobatic net, now used by circuses, before which falling from a trapeze meant almost certain death. While in Troy Mr. Hanlon attended the Unitarian Church, in whose philanthropic work his wife was active. Their sons, who were

boys then, afterward became noted acrobats, and a daughter, Alma Hanlon, attained fame as a screen star."

Frank McNish, the well-known minstrel, was a native Trojan.

Maggie Mitchell, a popular luminary of the American stage of the late eighteen-hundreds, frequently spent the winters in Troy with her half-brother, Dr. James D. Lomax, head physician of Marshall Sanitarium, and with her sister, Mrs. John W. Albaugh, the wife of the manager of the Troy Theatre Stock Company. Her two younger sisters, Sara and Emma, frequently accompanied her. A nephew, Julian Mitchell, was the veteran stage manager of "Ben Hur." It was at that time John B. Green, now of Rochester, wrote his famous one-act play, "Circumstantial Evidence," which was originally performed at the Marshall Sanitarium Theatre, July 9, 1874, the production being dedicated to Maggie Mitchell. John T. Birge, Troy's veteran amateur actor, who still appears in the annual productions of "The Masque of Troy," was a member of the original cast.

Miss Helen Campbell, a daughter of John H. Campbell, one-time chief detective of the Troy Police Department, has had a successful professional stage career, and at one time supported Bert Lytell, then a star of the legitimate stage, but now of even greater cinema fame. She was for several years a prominent member of leading stock companies and with the advent of radio drama became a member of the WGY players at Schenectady in 1922.

Another Trojan, Franklin Hall, has been successful both as an actor and as stage director, and has played more than six hundred parts with such actors as Edwin Booth, E. L. Davenport, and Lawrence Barrett. As leading man for Miss Vivian Vernet, the English star, he played the rôle of Romeo to her Juliet and that of Armand in "Camille." Other plays in which he essayed prominent parts were: "The Man on the Box," "Salomy Jane," "The Bishop's Carriage," "Dorothy Vernon of Haddon Hill," "The Girl of the Golden West," "The Christian," and Barrie's "The Little Minister." Mr. Hall was a resident of Troy for more than fifteen years.

Graham W. Velsey, a native Trojan, was a protegee of Jefferson De Angelis and played his first engagement with Louis Mann. He has become a leading juvenile through his work in such plays as the Shubert's "Mimic World," "Strongheart," "The Lion and the Mouse," "The House of a Thousand Candles," "A Bachelor's Honeymoon," "Brown of Harvard," and many others.

Louis Leon Hall, son of Franklin Hall, mentioned above, was a resident of Troy during fifteen years of his youth, and at the outset of his theatrical career, played Shakespearean rôles with Margaret Anglin. One of his greatest successes was in the leading juvenile part of Hall Caine's "The Penitent." He has also supported Miss Bertha Galland, Miss Nance O'Neil, and Walker Whiteside.

Joseph Maloney, known to the profession as "Billy Walsh," is a native Trojan and began his association with the theatre as usher in the Griswold Opera House of Troy. Although first appearing in the legitimate,

vaudeville soon claimed him, together with his wife, Leah Starr, who was also born and bred in Troy. During their vacation periods Mr. and Mrs. Maloney ("Walsh") make their home in Troy.

Eva Tanguay, of "I Don't Care" fame, although a native of Holyoke, Massachusetts, came to Lansingburgh (North Troy) with her parents as a child, and resided there for several years. She made her first appearance on the stage at the old Concert Hall (Powers Opera House) in 1893, when she appeared as a soubrette with Mr. and Mrs. Hamilton, along with members of the Oolah Club and other amateur performers. She immediately made a hit with her singing and acrobatic dancing.

Wilbur Braun (Brown) was for several seasons leading man with May Robson in some of her best known light comedies, and has since appeared in stock and vaudeville.

Billy McAllister, who was one of the first of the negro ministrel comedians, acquired wide fame as an end man and for a number of years toured with his own McAllister's Minstrels.

Frederic M. Ranken, who acquired considerable fame as a librettist and author of topical songs, began this work in the preparation and staging of productions by the Laureate Boat Club, the Trojan Hooks, and Read Steamer Company, which attracted much attention two or three decades ago. Neil Moran, the popular actor, and William A. Norton first appeared in these Laureate Club productions. "The Sporting Duchess" was one of Mr. Ranken's well-known comedies.

Neil Moran for several years was in the support of E. H. Sothern, and subsequently had leading parts in "The Man of the Hour," "The Man on the Box" and similar plays and took the part of the district attorney in "On Trial" and as the defendant's lawyer in "Within the Law." He was well-known as a stage manager and in recent years has essayed rôles in motion pictures.

William A. Norton, whose permanent residence is in Troy, is another able exponent of the histrionic art in its highest phases, being a Shakespearean actor of high order. Mr. Norton has supported Minnie Maddern Fiske in Ibsen's "Rosmersholm;" William Collier in "Caught in the Rain," "The Man from Mexico," "The Patriot," and "The Dictator;" in Eugene Walter's famous play "The Wolf," and Amelia Bingham in her Fifth Avenue Theatre repertoire. His finest rôles have been with Jacob Adler in "The Merchant of Venice;" in "Othello;" and as Fagan in "Oliver Twist."

The Polmatier Sisters, natives and residents, the Misses A. J., Helene, LuSeba, and Ina K., and their brother, David O. Polmatier, were for years well-known entertainers and musicians, especially in the West and in Canada.

"La Petite Adelaide," (Adelaide Dickey), one of America's finest ballerinas, while not a Trojan, received her first instruction in dancing in this city and often appeared here as a child in amateur theatricals. Her twinkling toes made her the toast of Europe when she danced in London, Paris, Berlin, Vienna, Dresden, and Budapest, and in America she has appeared in numberless musical shows and in the variety. Her home is in Cohoes.

Edward Quinn, son of Alexander E. Quinn, formerly of Troy, began his stage career in 1912 as a child actor in support of Marguerite Clark in the latter's starring vehicle "Snowwhite and the Seven Dwarfs."

Philip Bartholomae, while a Trojan by adoption, first saw the light of day in Chicago, whence he came to Rensselaer Polytechnic Institute in order to follow in the family footsteps and become a bridge builder. His mind was naturally bent, however, toward dramatic writing, and he devoted all his spare time to preparing himself along this line, receiving his first encouragement and help through his friendship with the family of Senator Michael F. Collins, Troy's well-known newspaper publisher. Bartholomae's first comedy, "Over Night," written while in Troy, became a great success in New York, and his second play, "Little Miss Brown," in which he starred Miss Madge Kennedy, was, in the gay parlance of the world of make-believe, a "knockout," a "riot," and a "scream." Since 1912 Mr. Bartholomae has written many more successes, too numerous to mention, and of late years his fame as a playwright has been equalled by that as a librettist. Scarcely a season goes by that Mr. Bartholomae does not have a comedy or a musical comedy running on Broadway, or playing in the provinces.

John Hyams, and his wife, Leila McIntyre, are natives of Troy and well-known throughout the United States to patrons of the variety and musical comedy. Mr. Hyams' first dramatic experience was with William Collier in "Hoss and Hoss," and seven years later, when he was playing in Klaw and Erlanger's "Beauty and the Beast," he met and married Miss McIntyre. They have been seen since in "Two Hundred Wives," "The Quakeress," "The Girl of My Dreams," "My Home Town Girl," and several other successful vehicles. Of his early life in Troy Mr. Hyams once said:

> My professional debut was made at the old Grand Central Theatre in Troy. But, after one week at that theatre, I went back to my old "trade" of selling the Troy "Morning Telegram." This work occupied nearly all my days and half my nights, for in those days each boy had to find a convenient doorstep and fold his own papers before he could deliver them, that being before folding machines attached to the presses had been introduced in Troy. My route started from the foot of Congress Street, at River Street, and ended at Abe Miller's Hotel in Albia—and all for $1.50 per week. My regular stage career began when I left Troy and joined the Barlow Bros.' Minstrels and I stayed in the minstrel business five years. But I really got my first experience in singing songs at clambakes and picnics in Rensselaer Park and Young's Grove when I was a youngster.

"Helen (Ford) of Troy"—Helen Ford, one of the outstanding musical comedy stars of the present day, was born in Troy and named Helen I. Barnett. She began her stage work here in amateur musical extravaganzas produced by St. Peter's Lyceum, and W. W. Hatch, then manager of the Griswold Theatre, was so impressed by her talent that he assisted her in getting a start on the professional stage. Her rise was rapid and she soon attained stardom, her latest success having been achieved in 1923 in the title rôle of "Helen of Troy, New York," a comedy written especially for her by George S. Kaufman and Marc Connolly, satirizing and burlesquing the collar industry of Troy. The scenes of the play are all

laid in Troy, and the rollicking farce enjoyed a long run at the Selwyn Theatre in New York, and later on the road.

FAMOUS IN SPORTS.

It is a rare season that somewhere on this broad footstool, on track, diamond, gridiron or on the court or in the ring, the name of Troy is not heralded to the world by the prowess, skill, or speed of some Trojan who has attracted fame to himself by his exceptional performances. The city has had, or has to-day, its representatives among the leaders in nearly every branch of sport, but reference is here made to only a few whose activities have placed their names on the tongue of the nation.

Haymakers in First Baseball League—Troy was represented in the first professional baseball league ever formed in the history of the national game, by the Haymakers nine. This was the National Association, organized in 1871 with ten teams, but two dropped out and the others finished the season in the following order: Athletics, of Philadelphia; Bostons; White Stockings, of Chicago; Haymakers, of Troy; Mutuals, of New York; Forest Citys, of Cleveland; Nationals, of Washington; and Forest Citys, of Rockford, Illinois. The Troy team was a member of the National League, which was organized in 1876, playing in that league four years, from 1879 to 1882, inclusive, and in 1882 six players of the Haymakers, "Buck" Ewing, one of the greatest of catchers; Tim Keefe, the great pitcher; Roger Connor, Mickey Welch, Del Gillespie and Fred Pfeffer, went to New York and formed the nucleus of the first New York Giants, which were dubbed "Giants" because of the stature of most of this famous early sextet of ball players.

Troy Early in the Game—The invention of the modern game of baseball is credited to Abner Doubleday, who later became a distinguished general in the Civil War, and who devised in Cooperstown, New York, in 1839 the first diamond on lines almost precisely as used to-day and on which the first game was played. Baseball is actually a combination of several older games, such as rounders, town ball, one-o'-cat and others, the antiquity of which is untraced. Some form of the game was probably played in this city within the decade following, but the first record extant of an organized team was that of the Victory Baseball Club of Troy, which was regularly instituted August 2, 1859, in the law office of Kellogg & Percy, where Henry A. Merritt was elected president; George H. Sagendorf, treasurer; and Edward W. Wood, secretary. The first playing nine included W. H. Hageman, captain; J. M. Cary, Samuel McConihe, L. H. Squires, S. S. Bristol, D. W. Ford, G. H. Sagendorf, F. A. Battershall and J. Dayman. Dr. W. H. Hageman, who afterward served as president of the club, was its inspiring spirit, and may be said to be the "father of baseball in Troy." Dr. Hageman was the father of Susie Hageman, who was known on the stage as Beatrice Cameron and became the wife of Richard Mansfield. One of the earliest games played by the Victorys was with the Priam Club of Troy, so it is apparent that baseball already had a foothold in Troy in 1859.

Gained National Fame—The first baseball nine from Troy to gain wide fame, however, and numbered among the very first group of teams that became known beyond their own localities, was the original Haymakers, organized in 1866, in succession to the earliest team, which bore the same official title, Union Baseball Club, which played on the "village green" in Lansingburgh. The name "Haymakers" was first applied in derision, from the assumption that they were country boys who came from a section practically unknown in athletics. The nine—and its roster contained only nine players in those primitive days of the national game—made Troy and Lansingburgh known in all parts of the country, especially as the players proved themselves capable of competing with all the noted teams of the big cities. James H. Spotten, a well-known business man and lifelong resident of Lansingburgh, the treasurer of the Haymakers club during its career, was in 1924 the only survivor of that early organization, and many of the facts here presented are from accounts of the club which he gave in later years. Mr. Spotten may be regarded as one of the founders of professional baseball. The original players were: William Craver, catcher; Andrew McQuide, pitcher; "Sonny" Leavenworth, first base; James Ward, second base; Cal Penfield, third base; Michael ("Butcher") McAtee, shortstop; Stephen King, left field; Thomas Abrams, center field and change pitcher; Peter McKeon, right field and change catcher. This is the nine which, after playing locally during the season of 1866, went to New York in the fall of that year to play the Atlantics, Mutuals and Eckfords, three of the strongest clubs in the country. Though beaten by the Atlantics, the Troy boys astonished everyone by defeating the Mutuals, and then the Eckfords refused to play them. It was in the game with the Mutuals at the Elysian Fields that some one called them "Haymakers," and the name seemed to take, for it clung to the team during its entire career and became famous wherever baseball was known. The players wore long trousers and blue shirts on which there was a shield on which was stamped a large letter "U." On their return to Lansingburgh the club was given a great reception and treated like heroes. Gloves, masks and protectors were unknown in those days, and Billy Craver was one of the first catchers to stand directly behind the batsman. Pitching was underhand. The next week the Mutuals visited Troy, and the teams played a game on the old Vail lot, on Second Avenue, between what is now One Hundred and Third and One Hundred and Fourth streets, and the New Yorkers were outbatted and outfielded, defeated by a score of something like 150 to 32. The club thoroughly organized in the winter following by electing James McKeon, sheriff of the county, president; John H. Campbell, after chief detective, vice-president; John W. Scofield, secretary; and James H. Spotten, treasurer. The pitcher, Andrew McQuide, was killed that winter in a railroad accident and "Cherokee" Fisher, a very speedy thrower, succeeded him. During 1867 and 1868 the nine more than held its own with the strongest clubs in the country. In 1869 the famous Red Stockings of Cincinnati were organized and trained by Harry and George Wright, veteran

English cricketers, who introduced scientific playing and team work, and the club became the wonders of the game, easily besting all the leading teams. The nearest they came to defeat was when they played the Haymakers, who had started out on a three weeks' trip through the South and West, 12,000 persons witnessed the game at Cincinnati, the largest crowd up to that time, but the game ended in a tie at 17 to 17 in the fifth inning, when Craver disputed a decision of Umpire Brockway and the Troy team was almost mobbed, driven to flee from the grounds. Steve King hit a homer and two three-baggers in three times at bat. Besides Pitcher Fisher, two other different players were on the team that year, Mart King in center field and "Clipper" Flynn in right. Well-known early players who joined the Haymakers in later years were Roger Connor, "Buck" Ewing, "Smiling Mickey" Welch, Bellan, Baerman, Eugene Bonker, Del Gillespie, Fred Pfeffer, Tim Keefe, Charles Briody and others. Ewing became one of the greatest catchers of all baseball, and led the Giants in batting for two or three seasons. In 1870 Mart King, Craver, McAtee and Flynn joined the Chicago White Stockings, which was formed by selecting from the best teams for the purpose of defeating the Cincinnati Reds. Mart King led the center fielders of the country in fielding percentage in 1871, and Del Gillespie led the National League in the same field with Troy in 1881 and with New York in 1887.

The Old "Puts"—When the Haymakers became famous several local teams sprang up in the city, the most famous of which was the Putnam Baseball nine of Troy, which visited the metropolis in 1869, defeating all the best junior teams and becoming the recognized junior champions of 1870. The team in 1869 was composed of Ralph Ham, pitcher; Edward Bullis, catcher; Le Grand Dakin, Billy Bunting, James Harnett, Richard H. Van Alstyne, Hugh Stoughton, William Macdonall and Alexander Kelly. They lost but two games that season. Although mere boys this junior team held its own against some of the best known professional nines. In 1870 Harmon S. Noxon, William N. Lenway and Hammond G. Warner, of the West Troy champions, and Ed. King, of Lansingburgh, brother of the famous Steve and Mart King, joined the team. The Putnams won twenty-one of twenty-three games played that season, defeating such teams as the Flyaways of Brooklyn, and the Riverdales, Jerome Parks and Montauks of New York. As a home grounds the team used a diamond on the east side of what is now Fifteenth Street, south of Beman Park, and not far from the site of the old college pond. The grounds were known for many years as "the Puts."

Great Exponent of Inside Baseball—After dropping out of the National League, Troy was represented in the International League in the late "eighties" and for a number of years down to 1915 in the New York State League. It was during the later period, in 1903, that John J. Evers, a native product of amateur baseball on the lots of Troy, became Troy's greatest modern contribution to the National game. Traded to the Chi-

cago Nationals in 1902, Mr. Evers, by wonderful fielding and timely batting, became known as the keystone of the famous combination of "Tinker to Evers to Chance." When the Cubs won the world championship in 1906 Evers acquired greater fame as chief exponent of so-called "inside play," and again in 1908, when through his quick wit Merkle was put out in the crucial game with the Giants which gave the Cubs the championship, there started the now famous saying, "Touch second." Transferred in 1914 to the Boston Braves he became an important factor in the "miracle team," which not only won the National League championship but the world series as well. Mr. Evers is still regarded as one of the brainiest men in baseball, and although his playing days are over, his service on the coaching staff of the Giants and as manager of the Cubs and Chicago White Sox in 1924 indicate his value to the national game has not ceased.

In Many Sports—The record made by Charles S. Francis, afterward ambassador to Austria-Hungary, who during his college days at Cornell, in 1876, rowed two miles in an intercollegiate race on Saratoga Lake in thirteen minutes, forty-two and three-fourths seconds, which stands as the world record time in a single scull for the distance. His son, John M. Francis, in the autumn of 1900, set a record of six minutes, twenty-nine seconds for a mile in dead water in a college regatta on Cayuga Lake. In an exhibition two mile row with turn in a Laureate Club regatta he set a mark of thirteen minutes, twenty-one seconds. John M. Francis, Jr., rowing at Cornell in 1924, created a unique coincidence of three generations of oarsmen at the same college twenty-five years apart. Troy has had three all-America collegiate football halfbacks: Senator Frederick E. Draper, Jr., Williams College, selected in 1893 and 1894, also all-America collegiate catcher; his brother, Philip H. Draper of Williams College, 1895, and Charles Hubbell of Colgate. Frederick E. Draper, Jr., acquired fame for scoring against Yale. Sheldon B. Smith, while a student at Dartmouth, won the New England Intercollegiate Singles Tennis Championship in 1908, the doubles championship in 1909, and was runner-up in his two previous years at college.

Basketball Stars—Two Troy brothers, Louis W. Wachter, who became Dartmouth College coach in 1924, and Edward Wachter, Jr., who has been Harvard University coach since 1920, were leading factors in the development of modern professional basketball, the rules in which Lou Wachter had a prominent part in establishing; and during nearly fifteen years teams on which they played won championships in New England, New York and Pennsylvania. Teams managed by Lou Wachter, with his brother Ed at center, won four pennants in the New York State League, finished once in second place, and was leading when the league disbanded in 1914. January 1, 1915, the Wachter team started on a two months' trip across the country, as far west as Bozeman, Montana, winning forty-two straight games with the leading teams of the country.

In the Prize Ring—Troy has had several noted representatives in the prize ring. The first of these was John Morrissey, a native of Ireland, who came to Troy as a boy. His greatest battle was fought with "Yankee" Sullivan at Chatham Four Corners in 1853, after his return from California, where he went during the "gold fever." Later removing to New York City he became a famous political and public character, and was sent to Congress. He opened the Saratoga Springs race track, now one of the finest in the world, in 1864 and conducted clubhouses there and in New York until his death in April, 1878. He was serving as a State Senator at that time. Morrissey led the revolt against the Tweed Ring, and it was largely through his efforts that Samuel Tilden became governor of New York State and a candidate for President. He is buried in St. Peter's Cemetery, Troy.

John C. Heenan became famous as a sporting man and fighter, one of his notable battles being with Morrissey in Canada. He was known as the "Benicia Boy," and went to England to fight Champion King, in which contest his hand was broken. He married a famous beauty of the period, Ada Isaacs Menken. He is buried in St. Agnes' Cemetery, between Troy and Albany.

A third ring celebrity was Paddy Ryan, born in West Troy, who won the heavyweight championship when he beat Jack Gaus in Virginia in 1881. He met John L. Sullivan in the ring three times, the most notable battle being in Mississippi City, February 6, 1882, when he was defeated before a crowd of 15,000. He again fought Sullivan in San Francisco and lost, but their contest in Madison Square Garden, New York, became a draw when the police interfered.

INCIDENTS AND PLACES.

Famous Nalle Rescue—The rescue in 1860 of Charles Nalle, an escaped slave from Virginia, who had come to Troy by the so-called "Underground Railroad," and who was subsequently arrested under the provisions of the Fugitive Slave Act, must not be taken as an exhibition of mob violence manifesting resistance to law, but rather as a logical outcome and expression of Northern abhorrence of slavery—that question which, together with the question of the right of secession—was very shortly to precipitate the North and South into Civil War. Charles Nalle, a young and intelligent negro, unwilling longer to bear cruelties and tyrannies, fled from his master's plantation October 19, 1858, and upon arrival in Troy soon obtained employment as coachman for Uri Gilbert, one of the city's most influential citizens and a power in the manufacturing world. For nearly two years the young man lived in comparative security and enjoyed the advantages of a free man, until one day he indiscreetly related the circumstances of his flight from Virginia, which information was promptly forwarded by a lawyer living at Sand Lake to the colored man's master, Blucher W. Hasbrough, of Culpepper County, Virginia. Mr. Hasbrough at once made affidavit of the clue he had of his slave and sent his agent, Henry J. Wall, to Troy with the necessary papers for his apprehension. The papers were

placed in the hands of J. L. Holmes, United States deputy marshal, who executed the warrant; arrested Nalle on Friday, April 27, 1860, as he sat on the box of Mr. Gilbert's coach; and conducted the handcuffed man to the office of Miles Beach, United States Commissioner, on the second floor of the Mutual Bank Building, on the northeast corner of First and State streets. In the exciting scenes which followed it must be remembered that the young colored man, by his many excellent qualities, had won the regard of Trojans, and the love and esteem of the local colored population.

Another negro, William Henry, a close friend, with whom Nalle boarded, heard of the arrest and immediately engaged the legal services of Martin I. Townsend, who in later years was called "the Grand Old Man of Troy." Mr. Townsend went to the office of the United States Commissioner, and finding that a decision adverse to the prisoner's freedom had been rendered, he immediately drew up the necessary papers to obtain a writ of *habeas corpus* to take the fugitive before Justice George Gould, of the Supreme Court. Meanwhile, a crowd had collected on the State Street sidewalk, south of the bank, many of them being colored people. William Henry, in behalf of his friend, addressed the crowd in no uncertain terms, relating the particulars of the arrest and trial; feelingly describing how Nalle had been brought there as a criminal, handcuffed, not for a crime, but because he did not own his body; telling them that the prisoner would be carried off to the South and probably whipped to death because he craved liberty; and haranguing them not to stand by quietly while such an injustice was being done. The crowd increased rapidly, swelled by many who had rushed to the streets when somebody sounded the fire alarm. Many white men circulated through the crowd, as indignant as their colored townsmen. Plans of rescue were discussed, for it had become evident that if the prisoner were to be carried off it must be by force. Meanwhile, a number of colored men had pressed their way into the closely packed room where Nalle was awaiting the serving of the writ; the State Street stairway and hall were filled with friends of the fugitive, and an old colored woman took a conspicuous position at a window overlooking the vast throng in State Street. The police of the city, under command of Chief of Police Timothy Quinn, were ordered out to preserve the peace and to quell any disturbance about the building. At 4 o'clock in the afternoon the papers were served, Marshal Holmes being directed to take the prisoner before Judge Gould at his office at 39 Congress Street. While Chief Quinn was descending the stairs closely followed by the coatless and bareheaded Nalle, Marshal Holmes walking on one side of the prisoner and Morgan S. Upham, deputy sheriff, on the other, the old colored woman at the upstairs window gave the preconcerted signal. Bedlam immediately broke loose. The old colored woman, the chief protagonist in the whole affair, took off her voluminous hoopskirt and dropped it over the head of one of the amazed officers, who became so enmeshed in the garment's many wires and yards of cloth, that he was forced to abandon the prisoner alto-

gether—much to the amusement of the crowd. The "Troy Daily Times" speaks of the ensuing excitement as follows:

The scene became instantaneously one of great excitement. The moment the officers reached the sidewalk, they were surrounded by the crowd, the inner circle of which was composed of resolute colored men who at once began a vigorous attempt to rescue the prisoner. The city policemen were soon separated from the other officers, and left fighting promiscuously in the midst of a crowd perhaps of two thousand persons, who were swaying to and fro like billows, shouting, laughing, swearing and fighting. Near the corner of State and First streets, Deputy Upham was torn from the prisoner, while Marshal Holmes was allowed by mistake to proceed with the prisoner as far as Congress Street. The rescuers, perceiving that the prisoner was not with Deputy Upham, overtook Marshal Holmes, who had him in charge, when the fight was renewed with much bitterness. At this juncture, the most conspicuous person was the old colored woman, who was continually exclaiming, "Give us liberty or give us death," and with vehement gesticulations urging on the rescuers. Here the scene became intensely exciting. Revolvers were drawn, knives brandished, colored women rushed into the thickest of the fray, the venerable Moll Pitcher of the occasion was fighting like a demon, and the friends of Nalle closing upon the officers, fearless and unterrified. The deputy and the marshal, maimed by blows from clubs, chisels, and other weapons, were forced to abandon the prisoner; and shortly afterward Chief Quinn was also compelled to release his hold upon Nalle. Then two picked men seized the prisoner, and ran down with him to the foot of Washington Street, where Nalle jumped upon the ferry-boat and was carried over to West Troy. On his arrival on the opposite side of the river, Nalle started to run up Broadway, but was soon captured and taken up into the second story of a brick building, near the ferry dock. Ten minutes had hardly elapsed before the steam ferry-boat, which had been taken by storm, landed about three hundred of the rescuers at West Troy, among them the ubiquitous Moll Pitcher. The building was stoned, and the crowd, rushing up into the room under a fire from the revolvers of the West Troy officers, seized the prisoner and escaped with him from the building. Nalle, with his devoted friends, fled down Broadway, closely followed by the crowd, and when near the Arsenal wall, was placed in a wagon and driven off westward on the Shaker Road. Thus ended the rescue.

Nalle, after his escape, was hidden in the woods near Niskayuna and afterwards removed to Amsterdam, until in May, 1860, when, through the efforts and subscriptions of Uri Gilbert and other citizens of Troy, his freedom was purchased for $650, and he again returned to Troy. Nalle was almost white, and wore a beard. Later he was married, and old residents recall that one of his two children, a girl, had red hair. The "venerable Moll Pitcher" was Mary Hughes, the scrub woman of the Bank of Troy.

The "Jumping-Off-Place"—In the early days Burgess' Chair Factory was south of the corner of Adams and River streets, and across from the building was a large pond familiarly known as the "Jumping-off-Place." For many years an old red mill stood on the banks of the pond. Later the long-abandoned mill was torn down and the pond filled in, thereby eliminating the "Jumping-off-Place," and other tracts of swampy ground in that locality, particularly between First and Second streets, west of Washington Park. The reclaimed land was then used over a long period of years as a drill field, and was commonly known as the "Training Ground." The maneuvers of the local militia were held there, and in addition all the men of the community were required

to gather there one day each year for instruction in the use of arms and military tactics. In time training day became an important social event, many families of Troy driving out in their coaches to watch the troops drill to the music of fife and drum.

Some Early Trojan Characters—"Brommy" Dyer used to operate the old horse ferry that plied between Troy and West Troy before the advent of the steam ferry. The boat was moved by two horses, one on each side of the boat, walking on tread mills which operated the wheels. "Brommy" used to rush from one side of the boat to the other when the ferry was in motion, urging his horses to exert themselves, and calling at the top of his voice: "Gee-up, gee-up, gee-up!" The ferry was owned by Eben Wiswall, whose son fell overboard one day as the ice was going out. Eben rushed to the rail, leaned over, and called frantically to his son: "If you cannot get out, for heaven's sake throw your pocketbook ashore!" The incident is recalled by Nathan Dauchy, of Darien, Connecticut, a former resident of Troy in the eighteen hundreds. Mr. Dauchy also remembers when Broadway was lined on either side with tall poplar trees and recalls Mr. Adamcourt, who conducted a lottery office on Cannon Place. Adamcourt was an inveterate smoker, using a Dutch pipe with a long rubber tube. He had a hole cut in his front window, the tobacco bowl used to sit outside, and he had a rubber tube run to his back office, so that he could enjoy long-distance smoking when business necessitated his remaining in the rear of the office.

First Pianos Made in Troy—Joshua Thurston, who came from London, England, and began manufacturing pianos in Troy in 1819, was the first person to engage in this industry in the State of New York and probably in the country. In May, 1819, he informed the citizens of Troy and Albany, in a newspaper advertisement, that he had "a good, three-stringed, cabinet piano forte," which he would offer for sale as soon as it was finished. In the following July he announced for sale at Union Hall, "a grand cabinet piano forte, with drum accompaniment." "The amateurs of music and friends of home manufacture," his advertisement ran, "are respectfully invited to call and inspect his six octave, grand cabinet piano forte, which he assures them is equal to the best that has been imported in touch, tone, appearance, and for strength and standing in tune superior to all."

APPENDIX

APPENDIX

ROLL OF HONORED DEAD.*

Adams, William S., private.

Allary, Peter Charles, Canadian Expeditionary Forces; killed in France, November 6, 1917.

Allen, Clarence G., Co. G, 62d F. Sig. Bat.

Alston, David Richard, 1st class private, 105th Inf., Co. C, 27th Div.; died of influenza, November 2, 1918, at Rouen, France.

Anthany, Louis, 105th Inf., Co. D, 27th Div., France; died October 17, 1918; wounded in Hindenburg Line.

Armstrong, James.

Aston, Enoch, 2d., 105th Inf., Co. C, 27th Div.; died in British hospital October 11, 1918, of bullet wounds by a machine gun, at Rouen.

Baker, Robert Fitz, corporal, U. S. Marines, 5th Machine Gun Bat., 81st Co., France; killed in France, November 2, 1918.

Baker, William, Medical Corps; killed in action, June 26, 1918.

Banzie, Anthony.

Bates, George A., M. D., 1st class private, 105th Inf., Medical Corps, 27th Div.; died from shell shock, September 29, 1918.

Bates, Leroy.

Beattie, David Stanley, sergeant (Intelligence), 105th Inf., Headquarters, 27th Div., France; killed in action in Flanders, France, August 31, 1918.

Becker, George F.

Beebe, John E., 5th Reg., Co. K, 2d Div., Marine Corps; killed in action October 4, 1918, in the battle of the Mont Blanc Ridge.

Behan, William Clarke, second lieutenant, Engineers; died of influenza at Camp Humphreys, Va., October 16, 1918.

Benchley, Joseph C., 105th Inf., Co. D, 27th Div., France; killed September 29, 1918, at Hindenburg Line, Roysell.

Bennett, Raymond, 105th Inf., Co. M, 27th Div., France; killed September 29, 1918.

Bernard, Edgar G., Jr., 1st class machinist's mate, Navy; died of influenza, October 14, 1918, at Pelham Bay, N. Y.

Bidwell, Frank A., mechanic, 105th Inf., Co. A, 27th Div., France; killed October 18, 1918.

Blake, William J.

Bloomberg, Samuel, Co. L, 347th Inf., France; died October 23. 1918, of pneumonia.

Bornt, Herbert G.; had been sworn into service of Navy, but died at home of influenza, November 5, 1918, before receiving call to active duty.

Borter, Benjamin, 1st Co., 152d Dep. Brig.

Borter, James F.,

Boutin, Willard E., 69th Inf., Co. A, 5th Div., France; killed in action November 11, 1918, between Eleone and Maraux.

Boylan, James F., U. S. Marines, 90th Co., 6th Reg.; killed in action at Mont Blanc, France, October 4, 1918.

Bradley, John, Fort Houston, Texas.

Brady, Daniel Bernard, Troop D, 13th Cav., Brownsville, Texas; died in camp October 30, 1918.

Breen, John H., first lieutenant, 58th U. S. Inf., Co. A, 4th Div.; killed in action August 12, 1918, at Vasal River, France.

Brennan, John Henry, 1st class seaman, navy receiving ship U. S. S. "Lake Shore;" died at Philadelphia, Pa., February 3, 1918, of pneumonia.

Brett, John, U. S. Army.

Briere, Joseph.

Brizzillo, Joseph, U. S. Army.

Bromley, Charles, second lieutenant, Headquarters Co., Q. M. Corps, 2d Div.; died at Newport News, Va., August 4, 1918.

Buckley, Benjamin, captain, 105th Inf., Co. C, 27th Div.; killed in action at St. Souplet, France, October 18, 1918.

Burke, John Francis, 105th Inf., Headquarters Co., France; died of wounds, October 2, 1918.

Burke, Philip Joseph, Co. C, 5th Bat., U. S. Marine Corps, France; died in France, of pneumonia, September, 19, 1918.

Burrick, Peter, Inf., Camp Meade, Md.; died of influenza, October 8, 1918.

Calandra, Tony, U. S. Army Training School.

Callahan, John J., Jr., 5th Reg., 55th Co., U. S. Marine Corps, 2d Div., France; killed in action, June 11, 1918, at Belleau Woods.

Campbell, Harry James, 147th Inf., Co. C, 37th Div., France; killed in action at Belleau Woods, September 29, 1918.

*These World War Service Rolls are an integral part of this copyrighted work. For their republication, in whole or in part, the written consent of the author of this work must be obtained. He will appreciate notification of errors or omissions for correction in future publication.

Carney, Michael F., 325th Inf., Co. A, 82d Div., France; killed in France, October 25, 1918.

Casey, James John, corporal, 23d Inf., Co. H, 2d Div., France; Killed in action October 2, 1918, in the Champagne Sector.

Castle, Devere.

Chambers, Walter C., corporal, 105th Inf., Co. A, 27th Div., France; killed in action in battle of Hindenburg Line, September 29, 1918.

Chapman, George Clem, 43d Co., 5th U. S. Marines, 2d Div., France; killed in action June 11, 1918.

Chase, Karl K., Co. D, 102d Inf., 26th Div.

Chodikoff, David, 103d Inf., Co. E, 26th Div., France; killed July 26, 1918, at Chateau-Thierry.

Cleary, Frank W., Co. G, 38th Inf.

Cleary, William V. R., 1st class private, 71st Inf., Co. G, 11th Div.; died of influenza, October 15, 1918, at Camp Meade, Md.

Cleminshaw, Charles K., lieutenant, Q. M. C., transport refitting, New York City; died March 27, 1918, of pneumonia.

Collins, Orlando B., lieutenant; killed in action.

Collopy, Joseph A.

Connery, William J., corporal, 105th Inf., Co. D, 27th Div., France; killed in action September 29, 1918, in France.

Conley, Robert, Bat. C, 307th F. A.

Conroy, David J., 1st class private, 105th Inf., Co. C, 27th Div., France; killed in action September 29, 1918, in battle of Hindenburg Line.

Covert, Vernon.

Crandall, Ernden R.

Crandall, C. Burton, Co. A, 105th Inf., 27th Div.

Cregan, Joseph L., Co. I, 161st Inf.; killed in action October 28, 1918.

Cummings, Francis P., 74th Co., 6th Reg., U. S. M. C.; killed in action at Champagne.

Cunningham, Hannah M., nurse, Army Nursing Service, Federal Training Camp, Cornell University, Ithaca, N. Y.; died of influenza, October 23, 1918, at Federal Training Camp.

Curtin, Thomas E., Headquarters Co., 312th Inf.

Curtin, George, 1st class machinist's mate, Navy; died of double pneumonia, March 5, 1918.

Corr, William J., sergeant horseshoer, 105th Inf., Headquarters Co., Spartonburg, S. C.; died of disease, February 8, 1918.

Daley, Edward J., 105th Inf., Co. G, 27th Div., France; died June 18, 1918, of typhoid fever.

Dammann, Frank C., 1st class private, Co. D, 5th Machine Gun Bat., 2d Div. Inf., Germany; died February 25, 1919.

Danaher, James T., corporal, 105th Inf., Co. A, 27th Div., France; killed in St. Quentin drive, September 29, 1918.

Daniel, James, Co. B, 329th Inf.

Danneny, James M., seaman, Navy, Portsmouth, N. H.; died of pneumonia, September 28, 1918.

Dater, Waldo Van Dyke, 2d class seaman, Navy; died of influenza, at Pelham Bay, N. Y., November 6, 1918.

De Lee, James R., corporal, Co. D, 7th Inf.

Doherty, Thomas, U. S. Army.

Day, Buell Van Keuren, Co. I, Naval Aviation, 2d Reg.; died of spinal meningitis, at Hampton Roads, Va., on February 17, 1918.

Deardon, Arthur, Co. C, 303d F. Sig. Bat.; died April 16, 1918.

DeForest, Damon B., 1st class private, 105th Inf., Co. C, 27th Div., France; died of wounds received in action, October 18, 1918.

Deihl, James.

Delaney, William H., corporal, 26th Inf., Co. A, 1st Div., France; killed in action, May 18, 1918.

Denney, James M., seaman, U. S. Navy.

Deming, William J., sergeant, 105th Inf., Headquarters Co., Troy, N. Y.; died of influenza, January 14, 1919.

Diamond, Edward, Co. M, 9th Inf.

Doney, John P., corporal, Hdqrs Co., 7th F. A., 1st Div.

Donovan, John L., 1st class private, 312th Inf., Co. C, 78th Div., France; killed October 24, 1918, Argonne Forest.

Donovan, Edward J.

Dougrey, Gates M., Co. C, 11th Inf.

Doupe, Patrick, sergeant, British Army.

Dow, Harold E., Signal Corps; died of influenza, October 11, 1918, at Fort Leavenworth, Kansas.

Dowd, Edward J., 105th Inf., Co. C, 27th Div., France; died of wounds received in battle of Mount Kemmel, September 10, 1918.

Doyle, Edward J., mechanic plumber, 312th Inf., Co. I, France; killed in action, October 23, 1918.

Dupuis, Louis E., 105th Inf., Co. C, 27th Div., France; killed in action, September 29, 1918, at Gilamont Farm, France.

Dwyer, John J., sergeant 105th Inf., Supply Co. C, 27th Div., France; died of wounds at Brest, France.

Ellis, Richard Howard, sergeant, Co. E, 20th Engineers; died at sea, March 5, 1918.

English, Joseph P. F., lieutenant, Royal Air Force, Scout, Signal Div., France; killed in action, July 21, 1918.

Everett, Thomas H., corporal, Co. L, 107th 27th Div.
Evers, Stephen F., corporal, 105th Inf., Co. A, 27th Div., France; killed in action, September 29, 1918, on the Hindenburg Line.
Ewing, Edwin, corporal Co. I, 126th Inf.

Fake, Walter E., corporal, 105th Inf., Co. C, 27th Div; killed in action at St. Souplet, France, October 16, 1918.
Farrell, Michael J., 1st lieutenant, Co. C, 105th Inf., 27th Div., died at Camp Sherman, Ohio, October 1, 1918.
Fennen, Timothy F., U. S. Marine Corps.
Ferris, James, 279th Inf.; died of influenza, October 1, 1917.
Ferris, James L., sergeant, Co. D, 5th Reg., U. S. M. C., 2d Div.; killed in action, in France, November 1, 1918.
Fiori, Joseph, 153d Depot Brigade, U. S. Army; died of wounds in March, 1918.
Fisher, Henry George, 2d class seaman, U. S. Navy, S. S. "Frederick;" died of influenza, October 17, 1918.
Fitilian, Aran, seaman, U. S. Navy; died at Philadelphia Naval Hospital, 1918.
Fitzgerald, George E., Co. H, 71st Inf.
Fonda, Earl S., 1st class private, 105th Inf., Co. C, 27th Div.; killed in action, in France, September 29, 1918.
Frederickson, Harold V.
Fritz, Michael, Jr.
Fursman, Edgar S., lieutenant, Headquarters Co., 54th Pioneer Inf.; died of pneumonia, October, 1918.

Gatto, Alfredo, 324th F. Sig Bat., Headquarters Det.; died of pleurisy, at Governors Island, December 8, 1918.
Gehm, Charles D., 147th Inf., Co. C, 37th Div.; killed in Argonne Forest, France, September 29, 1918.
Glass, Clarence E., Inf., U. S. Army.
Green, John H., lieutenant, Co. A, 58th Inf., U. S. Army.
Gregg, Thomas J., 55th Co., 5th Reg., U. S. M. C., 2d Div.; killed in France, July 21, 1918, at Chatsmar.
Griffith, Lewis E., Jr., lieutenant, Med. Dept., U. S. Army.
Griffith, Joseph M., Machine Gun Bat., Co. C, 5th Div.; killed in action at Benta McSaw, France, September 29, 1918.
Gurtler, William, corporal, U. S. Army.
Gurtler, C. J.

Hallgate, Charles M.
Halpin, Earl J., 105th Inf., Co. G, 27th Div.
Hamilton, Lloyd A., lieutenant, 17th Aero Squadron.
Hancox, Fred H., 1st class private, 105th Infantry, Co. D, 27th Div.; died October 18, 1918, of wounds received at St. Souplet, France.
Hansbury, James, corporal, Co. E, Battery F, 14th Reg., F. A. R. D.; died at Camp Jackson, October 4, 1919, of disease.
Harris, William E., sergeant, Co. H, 51st Pioneer Inf.
Healey, Stephen J., Jr., 105th Inf., Headquarters Co., 27th Div.; killed in action, August 31, 1918, in Belgium.
Heimburg, Frederick W., 1st class private, 105th Inf., Co. C, 27th Div.; killed in action, in Flanders, August 25, 1918.
Hendy, Joseph Carroll, 1st class private, 107th Inf., Co. L, 27th Div.; killed in action, at Ronssoy, France, September 29, 1918.
Hilt, Walter Z., Inf., U. S. Army.
Holden, Ernest, lieutenant, 369th Machine Gun Co.; died of wounds, September 26, 1918, in France.
Honsinger, Stanley B., regular army.
Hooper, James H., 1st class private, 28th Inf., Co. I, 2d Div.; killed at Ronssoy, France, September 29, 1918.
Hughes, Rupert J., 105th Inf., 27th Div.
Huntington, Lester Roy, Co. C, 2d Inf., N. Y. Guards; died of pneumonia, November 14, 1918.

Inglis, John W., seaman, U. S. Naval Reserve; died of pneumonia, October 6, 1918.

Jewett, Ernest A., corporal, 105th Inf., Co. B, 27th Div.; killed in action, September 29, 1918, in battle of Hindenburg Line.
Job, Frederick C., sergeant, Q. M., N. Y. N. G.; died in Troy, February 28, 1919.
Jones, Albert Edward, 47th Co., 5th U. S. Marine Corps; killed in action, in Belleau Woods, France, June 25, 1918.

Kane, Patrick J.; died in June, 1918.
Keating, Michael F., Inf., U. S. A., Fort Slocum, N. Y.; died of pneumonia, October 14, 1918.
Keenan, Thomas F., 107th Inf., Co. L, 27th Div.
Kilfoyle, John A., 105th Inf., Headquarters Co., 27th Div.; died of disease, July 1, 1919.
Kreiger, Joseph, Inf., U. S. Army.
King, Stephen H., 8th Inf. Co. I, Philippines; died of tuberculosis, at Troy, October 18, 1918.
Knapp, Harold A., Co. A, 16th Inf.; died of disease in training camp.
Knapp, W. Lester, 301st Engineers; died January 12, 1919, at Camp Upton.

Laboissiere, William P., chief gunner's mate, U. S. S. "George Washington;" died at St. Peter's Hospital, Brooklyn, January 23, 1919.
Lambert, George B., Headquarters Co., 66 C. A. C.

Lanahan, Daniel Vincent, sergeant, Bat. C, 7th Field Art., France; killed in action, May 25, 1918, in Cantigny battle, near Villa Fornelle.
La Roche, Arthur J., sergeant, Co. M, 105th Inf., 27th Div.
Leary, John P., 1st class private, 105th Inf., Co. M, 27th Div., France; killed in action, September 27, 1918.
Lehan, John.
Littlefield, Everett A., Co. F, 114th Inf.
Lowery, James F., Co. D, 105th Inf., 27th Div.

MacAleer, Edward C., Co. M, 323d Inf.; died of wounds, November 27, 1918.
McArdle, Edward J., sergeant, 105th Inf., Co. C, 27th Div., France; killed September 29, 1918, at Cambral St. Quentin.
McCaffery, Charles W., private, Co. D, 105th Inf., 27th Div.; died in service.
McCarthy, John J., store-room keeper, U. S. Marines, U. S. S. "Nevada," Portsmouth, Va.; died of lobar pneumonia, March 15, 1918.
McClure, David D., 1st class private, 105th Inf., Co. D, 27th Div., France; killed in action, near Villers-Faucon, September 27, 1918.
McConville, John A., Co. D, 105th Inf., 27th Div.
McCormick, Daniel, Co. D, Royal Canadian Inf., 57th Div.; killed in action, September 20, 1916.
McCune, Raymond F., 105th Inf., Co. M, 27th Div., France; killed September 27, 1918; buried at Bony Cemetery, France.
McDermott, Charles J., Headquarters Co., Inf., 71st Div.; died at Camp Meade, Md., of influenza, October 6, 1918.
McGovern, Albert J., sergeant, 105th Inf., Co. D, 27th Div., France; died of wounds, September 28, 1918.
McGrath, Joseph H., 105th Inf., Co. D, 27th Div., France; killed in action, at Mt. Kemmel.
McInnis, Michael J., 9th Inf., Headquarters Co., 2d Div., France; killed in action, July 18, 1918.
McLoughlin, Joseph F., Co. D, 105th Inf., 27th Div., France; killed September 2, 1918.
McMillan, J. F., M. G. Co., 156th Reg.
McTiernan, Joseph, Royal English Navy, Knowale, Freeham, England; died in England, April 6 1919.
Mahony, Fred S., Jr., corporal, 105th Inf., Co. A, 27th Div., Belgium; killed in action, July 28, 1918.
Mahony, Rupert J., 1st class private and machine gunner, 105th Inf., Co. D, 27th Div., France; killed September 29, 1918, at Hindenburg Line.
Martin, Benjamin R., 11th U. S. Engineers.
Martin, Francis J., sergeant, 105th Inf., 27th Div., Headquarters Co., France; killed in action, October 17, 1918, at St. Souplet, France.
Marshall, Charles, sergeant, 14th Canadian Inf., Co. B, 1st Div., C. E. F., France; killed April 24, 1915, Ypres, Belgium, by shell fire.
Matera, Joseph E., corporal, 105th Inf., Co. D, 27th Div., France; killed at Ronssoy, France, September 29, 1918.
Mele, Dominick, 105th Inf., Co. E, 27th Div., France; killed September 29, 1918.
Miller, Brainerd W., U. S. Marine Corps, 75th Co., 6th Reg.
Miller, John, Co. K, 105th Inf., 27th Div.
Miller, Lewis, U. S. A., West Point.
Millett, John.
Milliman, Guy Raymond, 1st class seaman, 11th Co., Isolation Reg., Pelham Bay, N. Y.; died of influenza, October 9, 1918.
Mills, Harold C., lieutenant, Q. M., 1st Bat., 6th Marines, France; killed in action, June 17, 1918, at Belleau Woods France.
Mosher, Floyd C., 23d Co., 5th Reg. U. S. M. C.
Mullins, John J., 1st class private, 105th Inf., Co. C, 27th Div., France; killed at Hindenburg Line, September 29, 1918.
Murnaghan, Bernard F., 1st class private, 105th Inf., Co. C, 27th Div., France; killed in action, September 29, 1918, in Hindenburg drive.
Murray, John J., Jr., 218th F. Sig. Bat., Co. C; died of influenza, October 19, 1918.
Murphy, Thomas H., army, 333d Supply Co., Q. M. C.; died of influenza on way to France, October 16, 1918.
Murphy, William A.
Murray, Joseph H., Co. C, 2d Reg., N. Y. Inf.; electrocuted at Proctor's Theatre, January 9, 1918.

Nagle, Charles F., 60th Inf., Co. L, 5th Div., France; killed in action, Meuse River, November 1, 1918.
Nims, Henry S., corporal, 105th Inf., Co. A, France; killed in action, September 25, 1918.
Noble, William J., 23d Inf., Co. M.

Oligny, Joseph A., 61st Inf., 5th Div, Co. D, France; died of wounds, October 25, 1918.
O'Meara, W. J., 126th Inf.
O'Neil, Michael J., 105th Inf., Co. C, 27th Div., France; killed in action, September 29, 1918.
Outhwaite, Bertrand C., rifleman, 217th West Yorks, B. E. F.; died in action, Nov. 18, 1917, at Cambral.
Osborne, William H., Co. A, 26th Inf.
Owens, Edward L., 312th Inf., Co. D, 78th Div., France; killed in action at Grand-Pré, France, October 24, 1918.

Panza, Anthony, sergeant, 329th Inf, Co. A, Camp Sherman; died October 5, 1918, at Camp Sherman.
Patten, John A., lieutenant.
Pettignelli, William L., Co. E, 2d Pioneer Inf.; died of intestinal nephritis, January 7, 1919, France.
Peckham, Albert J., corporal, 38th Inf., Co. B, 3d Div., Fismes, France; killed in action, near Fismes, France
Phelan, John Joseph, corporal, 105th Inf., Co. C, 27th Div., France; died from wounds, November 4, 1918.
Phillips, Harvey C., 18th Co., 5th Reg., Marine Corps, France; killed in action at Chateau-Thierry, June 12, 1918.
Pierce, John F., Co. C, 2d Pioneer Inf., Bordeaux, France; died in France of pneumonia, October 21, 1918.
Pillsworth, Richard M., corporal, 105th Inf., Co. D, 27th Div., France; killed in action, on Hindenburg Line, September 29, 1918.
Powers, William, U. S. Army.
Powis, Harry J., 308th Inf., Co. B, 77th Div., France; killed in action at Fismes, August 23, 1918.
Purcell, Augustus Thomas, 153d Depot Brigade, 42d Co., Camp Dix, N. J.; died of influenza, October 27, 1918, at Troy.
Purtle, James.

Ratigan, James P., 1st lieutenant, Headquarters Co., 5th Army Corps; died June 20, 1921, from effects of gas.
Rehm, John E., 1st class private, 105th Inf., Co. C, 27th Div., France; killed September 29, 1918.
Reilly, Arthur K., sergeant, 4th Motor Mechanics, 16th Co.; died of disease, Cleamont Terrace.
Richards, Joseph Lawrence, sergeant, 310th Aero Squadron, U. S. Aviation, Amesbury, England, October 15, 1918.
Riggs, Harold A., lieutenant, Base Hospital 48; died in France, February 11, 1918.
Rock, Elwood H.
Rounds, Walter J., 1st class private, Headquarters Co., 23d Inf., 2d Div., Verdun, France; died of wounds, at Verdun, April 28, 1918.
Roullier, Adolphus D., Supply Train, Co. C, 12th Div., Q. M. C., Camp Devens, Mass.; died September 24, 1918, at Camp Devens, of pneumonia.
Rousseau, Zotique, M. D., captain; died at arsenal, December 10, 1917.
Ruff, James R. J., Co. C, 101st F. Bat., Signal Corps; killed in action October 23, 1918, at Argonne Woods, France.
Ryan, Arthur R., sergeant, 16th Co., U. S. Aviation Corps.
Ryan, Frank J., Inf., Camp Meade, Md.; died of influenza, October 12, 1918.
Ryan, John M., lieutenant, Co. H, 106th Inf., 27th Div; killed in action in France, September 12, 1918.
Ryan, William M., 305th Inf., Co. B, 77th Div., France; killed in action, September 28, 1918.

Schmay, Sidney Stephen, 1st class fireman, U. S. Navy; died at Brest, France, September 12, 1918, of pneumonia.
Schutt, William Frederick, 1st class private, 105th Inf., Headquarters Co., 27th Div., France; died in France, of pneumonia, October 29, 1918.
Schurbert, Elmer, Fort Sam Houston, Texas; died January 30, 1919.
Sherwood, Clarence F., corporal, Co. A, 2d Prov. Reg. Inf.; died of influenza, at Samaritan Hospital, October 31, 1918.
Sherman, Lester, sergeant, U. S. Marine Corps, 104th Co., 8th Reg.; died, Galveston, Texas, October 15, 1918.
Shivler, P. F., captain, U. S. Army.
Sleicher, William D., 105th Inf., Co. A, 27th Div., France; died in hospital in Rouen, France, of pneumonia, October 25, 1918.
Smith, William, 105th Inf., Co. M, 27th Div., France; killed at St. Souplet, October 16, 1918.
Smith, Frank A., Co. D, 2d N. Y. Nat. Guards, Schenectady, N. Y.; died at Glenwood, of pneumonia, November 18, 1918.
Spinks, Ralph F., 2d class seaman, U. S. Navy; died of pneumonia, June 17, 1917, at Portsmouth, N. H.
Suwe, Charles E., Co. H, 71st Inf.; died of influenza, October 5, 1918, at Camp Meade, Md.

Taylor, Joseph F., 1st class private, 105th Reg., Inf., Co. C, 27th Div., France; wounded in action September 29, 1918, and died October 4, 1918.
Thomas, George A., U. S. Navy; killed June 27, 1919; U. S. S. "Texas."
Tobin, Joseph A., Army Medical School, Chemical Div.; died of influenza, October 6, 1918, at Walter Reed Hospital, Washington, D. C.
Tracy, Charles H., corporal, 105th Inf., Co. C, 27th Div., Belgium; killed by accident in Belgium, August 24, 1918.
Turner, Ralph Waldo, M. D., 1st lieutenant, 11th Co., 15th Div., Medical Corps; died of pneumonia, at Fort Oglethorpe, Ga., October 17, 1918.

Uline, Charles L., chief boatswain's mate, 1st class, U. S. Navy, U. S. destroyer "O'Brien;" died December 27, 1919, at home.

Van De Kar, Walter.
Van Schoonhoven, Francis Y., 1st lieutenant, 101st Reg., Co. D, 26th Div., France; killed in action October 27,

1918, at Belleau Bois, France; buried near Verdun.

Walsh, Joseph, 126th Inf., Co. C, 32d Div., France; killed in action, October 5, 1918.
Warren, Chester I., major, Ordnance Dept., Watervliet Arsenal; died while in service, May 26, 1919.
Webster, Stephen R., 1st class private, 105th Inf., Co. D, 27th Div., France and Belgium; killed in action at St. Souplet, France, September 29, 1918.
Weed, John C.
Weissemer, J. Warren, major, U. S. Army, Inf.
Wellington, Burton Julian, staff sergeant in Transport Service, Inf., scout, Grenadier Guards, St. John's Quebec, Canada; killed in action at battle of Somme, September 9, 1916.
Wheat, Charles F., Headquarters Co., 105th Inf., 27th Div.
Wheeler, Arthur H., M. D., 1st lieutenant, Medical Corps, 81st Inf., Camp Kearney, California; died of influenza, at Camp Kearney, October 26, 1918.
Whelan, Michael F., 105th Inf., Co. L, 27th Div., France; died of wounds received in action, October 14, 1918.
Whitehouse, George Wesley, Co. D, 2d Reg., N. Y. N. G.; died May 6, 1917, of malaria.
Willi, Arthur James, 23d Co., 6th Machine Gun Bat., Marine Corps, France; killed in action November 10, 1918, in the Argonne.
Woinbucker, Peter, seaman, U. S. Navy.

Yetto, Charles W., corporal Co. A, 105th Inf., 27th Div.; died of disease in France, November 8, 1918.

BRUNSWICK.

Bristol, H., private, U. S. Army.
Hayner, Dow W., private, Co. K, 52d Pioneer Inf.
Miller, B. W., private, U. S. Army.

BERLIN.

Crandall, Jerry, private, Co. 18, 153d Reg.
Frary, Donald, Prof., Peace Conference for President Wilson.
Shortsleeves, Loney, private, U. S. Army.
Westcott, William Henry, private, Co. L, 363d Inf.

EAST GREENBUSH.

Baldwin, Charles, private, Co. D, 301st U. S. Engineers.
Miller, Hiram, Headquarters Co., 32d Field Artillery.
Packer, Clifford W., private, Co. G, 108th Inf., 27th Div.
Roods, Melvin, 5th Army Corps.

HOOSICK.

Baker, Walter H., Co. G, 23d Inf.
Baldwin, Lester, Co. M, 105th Inf., 27th Div.
Bloomquist, August, Co. M, 105th Inf., 27th Div.
Canfield, Edward K., Co. M, 105th Inf., 27th Div.
Cavanaugh, James.
Chuddihy, Michael, Co. M, 105th Inf., 27th Div.
Durfee, Harold H., Co. M, 105th Inf., 27th Div.
Frederickson, Harold V., Co. M, 105th Inf., 27th Div.
Gardner, Robert, Co. M, 105th Inf., 27th Div.
Gill, Emory O., Co. M, 105th Inf., 27th Div.
Glass, Ray, U. S. Dental Corps.
Hamilton, James, Co. M, 105th Inf., 27th Div.
Keefe, William.
Killion, Louis F., Co. M, 105th Inf., 27th Div.
Leith, John.
Maston, Frederick L., Co. M, 105th Inf., 27th Div.
Phillips, Earl M.
Rudd, Earl J., Co. M, 105th Inf., 27th Div.
Russell, Harley J., Co. M, 105th Inf., 27th Div.
Steward, Ralph F., Co. M, 105th Inf., 27th Div.
Taylor, Bernard J., Co. M, 105th Inf., 27th Div.
Vandecar, Walter, Co. M, 105th Inf., 27th Div.
Whitehead, Ira W., U. S. Medical Corps.
Winters, Harry C.
Wolff, Andrew C. Co. M, 105th Inf., 27th Div.
Wright, Harold F., Co. M, 105th Inf., 27th Div.

PETERSBURGH.

Littlefield, Harry Arthur, Co. E, 303d Inf.
Stockwell, Jay Putnam, Co. M, 326th Inf.

PITTSTOWN.

Berryman, Roy, private, U. S. Army.
Card, Silas K., private, Co. A, 23d Inf.
Conlin, James R., private., Co. 18, 153d U. S. Depot Brigade.
Hunt, Edward, private, Co. K, 23d Inf.
Lewis, Frank, private, 154th U. S. Depot Brigade.
Madigan, John S., private, Co. K, 23d Inf.

POESTENKILL.

Castle, DeVere, private, Co. A, 303d Inf.

NASSAU.

Adams, Walter A., Co. A, 30th Inf.
Benedict, Sidney, Co. D, 52d Pioneer Inf.
Deamer, Elmer, Co. H, 57th Pioneer Inf.
Proper, Archibald K., Co. E, 2d Pioneer Inf.
Schillings, Frank F., lieutenant, Lafayette Escadrille.

CITY OF RENSSELAER.

Baker, Leroy, private, Co. C, 369th Inf.
Becker, Raymond M., 2d class fireman, U. S. Navy, S. S. "New Orleans."
Bonacker, John E., private, Co. D, 150th M. G. Bat.
Coyne, James E., private, 82d Co., 6th Reg. U. S. M. C.
Davenport, Thomas, private, Co. L, 312th Inf.
Engle, Charles W., private, Co. D, M. G. Bat., 32d Inf.
Haag, Charles, 1st class fireman, U. S. Navy, U. S. S. "Ross."
Johnson, Andrew, private, Co. B, 311th Inf.
Johnson, Herbert, private, Co. M, 311th Inf.
Lout, Charles H., lieutenant, Co. C. 305th Inf.
Mahar, John J., seaman, U. S. Navy.
Noble, Emmett M., private Co. C, 23d Inf.
Ryan, John Joseph, private, Co. M, 61st Inf.
Sticht, Bartlett K., private, Co. D, 106th M. G. Bat.
Wald, Marcus C., private, Co. E, 311th Inf.
Weisbrodt, Walter, private, Co. D, 106th M. G. Bat.
Zeh, Ralph Marcy, gunner's mate, U. S. N., S. S. "Prairie."

SAND LAKE.

Adams, Walter N., sergeant, Co. A, 30th Inf.
Deamer, Elmer, Co. M, 57th Pioneer Inf.

SCHAGHTICOKE.

Butler, John A., private, 3d Reg., U. S. Ord. Dept.
Dean, Stanley, private, U. S. Army.
Madigan, Augustus D., private, Co. L, 311th Inf.
Schubert, Einer, private, Headquarters Co., 3d Inf.
Turner, Arthur J., private, Co. L., 165th Inf.

STEPHENTOWN.

Fitzgerald, E., private, Co. H, 71st Inf.
Grunner, Albert, private, Headquarters, 18th M. G. Co.

SERVICE MEN.

Abbott, Andrew E., Q. M. C., 3d Co., Eastern Div., Camp Meigs.
Abbott, John.
Abbott, Joseph E., corporal, S. A. T. C., Co. A, Plattsburg Barracks.
Abbott, Patrick J., Jr., cook, Inf., 18th Co., 152d Depot Brigade, Camp Upton.
Abbott, Stanton, private, 2d American Veterinary.
Ablett, Walter Stanton, Veterinary Corps, 10th Unit Hospital.
Abidean, Michael A.
Abramson, Benjamin, Inf., Co. C, U. S. Guards, Fort Adams.
Acheson, William M., major, chief of road service, U. S. Engineers, 3d Army.
Ackerman, Frank S.
Ackner, Ford E., Inf., Co. A, 28th Div., Ammunition Train.
Ackner, Henry.
Ackroyd, Dr. W. S., 1st lieut., Med. Dept., U. S. A.
Adams, Edward.
Adams, George H.
Adams, Howard, Inf., 105th, Co. D, 27th Div.
Adams, John Davry, 28th Inf., C. O. T. S. Div., Camp Lee, Va.
Adams, John, 10th Co., C. H. C., Fort Wetherill, R. I.
Adams, Leland, corp., 156th Inf., Camp Jackson, S. C.
Adams, Samuel L., corp., Artillery, Battery D, 7th Reg., Camp Jackson.
Adams, William S.
Adamson, William John, Inf., Co. H, 2d Pioneers.
Agars, James A., S. O. S. Co., R. R. C. C.
Agne, Louis M., shipwright, Navy, U. S. Sub L, No. 1.
Ahearn, Daniel.
Ahearn, James Edward, Q. M. C., Guard and Fire Co.
Ahearn, John F.
Aird, Alanson Wilcox, 2d lieut., Aeronautic Co.
Aird, John, Air Service, 3d Motor Mechanic.
Aikin, John.
Akin, Joseph Campbell, wagoner, 345th Inf., Supply Co., 87th Div.
Akin, Joseph F., Jr., Navy, 5th Co., Brooklyn Navy Yard.
Akin, Paul F., mach. mate, 2d class, Navy, U. S. S. "Rader."
Akin, Robert William.
Alber, Charles A., corp., 530th Motor Truck Co.
Alber, Edward F., corp., Motor Trans. Corps., 494th Co.
Albyng, Elmer A.
Alden, George M., major, Q. M. C., Hoboken, N. J.
Alden, Charles Snow, lieut.-com., Navy, Sub R-11, Boston Navy Yard.
Alden, Langford Taylor, unit lieut., Am. Red Cross Volunteer Amb. Corps, Sec. 7, 1916.
Aldrich, Theodore D., first sergt., 23d Inf., Co. H, 2d Div.
Alexander, Harry.
Alexander, Joseph, 105th Inf., Co. H, 27th Div.
Alexander, Silas.

Alger, Roy Charles, Sergt., 1st class, 301st Guard and Fire Co., Hoboken.
Alegia, Samuel.
Allen, Alfred E., corp., 105th Inf., Co. C, 27th Div.
Allen, Albert.
Allen, Alfred R.
Allen, Frank J., 345th Inf., 87th Div.
Allen, Edward.
Allen, Norman C., 2d class seaman, Navy, U. S. S. "Staten Island."
Allen, Orlo Wm., 6th Cav., Troop I.
Allen, Alphonse, Officers' Training Corps, Camp Lee, Va.
Allen, Charles D., 1st lieut., 3d Inf., 7th Reg.
Allen, Frank.
Allen, Louis S., Signal Corps, Land Div.
Allen, Randolph J., Navy, Pelham Bay, Lds. E. (R).
Allen, Roy Alexander, seaman, U. S. Navy.
Allen, William, U. S. Navy.
Allendorph, J. Boyd, Heavy Field Art., Bat. D, 7th Reg., F. A. R. D. Div., 26th O. B., Newport News, Va.
Allendorff, Wm. Henry, 1st class fireman, U. S. Navy., U. S. S. "Von Steuben."
Allarie, Charles H.
Alliry, Elmer.
Alexander, A., 1st class private, Co. H, 105th Inf., 27th Div.
Alexander, Silas, corp., Co. I, 346th Inf., 87th Div.
Almond, Thomas, Jr., U. S. Marines, 50th Co., 3d Bat., San Domingo.
Almond, Wm. H., 1st class private, Co. B, 62d Engineers.
Altman, Caplan, sergt., Med. Corps, Infirmary No. 2, Camp McClellan, Anniston, Ala.
Alviso, Joseph D.
Alwaise, Frederick G., Jr., Ambulance Co. 107, 102d Sanitary Train 27th Div..
Ambrose, Thomas, lieutenant.
Ambrose, William Francis, seaman, U. S. Navy.
Amecka, Michael.
Anderson, Donald, 70th F. A., Bat. A.
Anderson, Elmer, 1st class private, Signal Corps, Co. C, 1st Field Sig. Bat., 2d Div.
Anderson, John.
Anderson, Ewald N., U. S. Navy, S. S. "Celtic."
Anderson, Fred C., 1st class private, 147th Reg. Band, 37th Div.
Anderson, Martin.
Anderson, Thomas, 152d Air Squadron.
Anderson, William J., 1st class private, Co. H, 2d Pioneer Inf.
Andreason, Holger.
Angell, Ralph B.
Angle, Elmer, wagoner, Co. C, 302d Ammunition Train, 77th Div.
Andrew, Edward F.
Anker, Edward Conard, supply sergt., Co. D, 303d Inf., 76th Div.
Anthony, Louis, Co. D, 105th Inf., 27th Div.
Anthony, Daniel A.
Anselment, Thomas L., bugler, Co. G, 71st Inf., 11th Div.
Arehambault, J. L., sergt., aircraft Aeceptanee Park No. 2, Section 3.
Arekian, Dickran O., Co. G, 71st Inf., 11th Div.
Antioione, Feliee.
Armstrong, Gertrude L., nurse, U. S. A., Camp Upton and Siberia.
Arnold, Louise, nurse, U. S. A., France and Camp Upton.
Arpagian, Dirgan, Co. C, 322d Inf., 81st Div.
Arakelian, Joseph.
Arrigo, Sylvester, Army, Camp Jackson, S. C.
Arrott, James.
Artinian, Leo. Co. G, 64 16 Brs. 153d Depot Brigade Inf., Camp Dix, N. J.
Ash, Earl S., cook, Co. F, 105th Inf., 27th Div.
Aston, Arehibald M., Air Service, A. S. M. Sehool, 130th Aero Squadron.
Aston, Enoeh.
Astoorianm, Armeng, Co. C, 2d Pioneer Inf.
Atkinson, Chester J., Bat. C, 20th F. A., 5th Div.
Atkinson, Edward W., 3d class quartermaster, U. S. Navy, U. S. S. "Leviathan."
August, Herbert Godfrey, 1st class private, Signal Corps.
Auerlus, Chester A., Marine detaehment, U. S. Naval magazine, Portsmouth, Va.
Austin, Charles, sergt., Co. G, 2d Pioneer Inf.
Austin, Orrie, 1st class private, Co. D, 105th Inf., 27th Div.
Avookey, Mishel.

Babulus, Vassell, 1st class private, Co. G, 71st Inf., 11th Div.
Backus, Philip Lawrence.
Baeon, John William.
Baehe, Myron, 1st class private, Medical Corps, Hoboken, N. J.
Bailey, George, Co. C, U. S. Marines,
Bailey, Edward H., corporal, 99th Motor Truck Div.
Bailey, James H., eook, Co. A, 105th Inf., 27th Div.
Bailey, Sidney J., Headquarters Co., 31st Div.
Bain, Charles, Inf., Albany, N. Y.
Baird, John.
Baker, Harry B., 1st class machinist mate, U. S. Naval Aviation.
Baker, Horatio.
Baker, Frank, Co. C, 105th Inf., 27th Div.
Banker, William F., wagoner, 47th Bat., 6th Sector, A. A. Ft.

Banks, John H., army en route to camp.
Banks, Richard.
Ballantyne, Harris Edward, 1st class quartermaster, Naval Aviation, Coast Patrol dirigible.
Banney, Michael.
Balthazard, Arthur J., 1st class private, 347th Inf.
Balthazard, Charles H., Naval Reserve, Pelham Bay.
Banon, Harry J., 347th Machine Gun Co., Camp Dix.
Barber, Walter E., corporal, Co. A, 105th Inf., 27th Div.
Barnes, Charles.
Barnes, John P., Naval Aviation, Charleston, S. C.
Barnes, John, 1st class private, 67th Co., 5th Reg., U. S. Marines.
Barnes, John A., captain, Medical Corps, Base Hospital, Camp Upton.
Barnum, Edward F., 1st class private, 115th Medical Detachment.
Barrett, Edward P., 1st class private, Co. G, 71st Inf., 11th Div.
Barrett, James S., 1st class private, N. Y. State Guard.
Barrett, James A., 1st class private, 345th Machine Gun Co., 87th Div.
Barrett, Wm. J., Co. G, 49th Inf., Aberdeen Proving Grounds.
Barringer, George D., Jr., lieutenant, junior grade, U. S. Navy, U. S. S. "Leonidas."
Barringer, F. D., Co. A, 301st Engineers.
Barringer, William Casey, Co. G, 71st Inf., 11th Div.
Barron, Harry S., 347th Machine Gun Co., Camp Dix.
Barron, James K., ship fitter, 2d class, U. S. S. "New Mexico."
Barry, Martin.
Barsam, Howard, Amb. Co. No. 300, 5th Div.
Bartley, Walter J.
Barton. Charles R., sergeant, 107th Inf. Machine Gun Co., 27th Div.
Barton, Willard Kinne, 1st class private, Med. Dept., 105th Inf., 27th Div.
Basil, Dr. S., 1st lieutenant, Med. Dept., U. S. A.
Bass, Chester A., 23d Co., P. W. E. Co., 83d Div.
Bashford, Leland M., Co. U, U. S. Marine Corps, Paris Island, S. C.
Bashford, Stanley J.
Basiakis, Michael H., 2d Pioneer Inf.
Bassett, Edwin.
Bassett, Raymond J., Co. A, 6th Field Signal Bat.
Bateman, Edward J., Field Art, Co. D, 105th Inf. 27th Div.
Bateman, William F., 1st lieutenant Co. B, 56th Inf., 7th Div.
Bateman, Richard J., gunner's mate, Navy, U. S. destroyers, "O'Brien," "Dyer," and "Lasdafe."
Bates, George Arthur.
Bates, John Chester, 197th Machine Gun Co., Quantico, Va.
Bathman, Edward R.
Batters, Thomas B., Troop G, 16th Cav., Texas.
Batton, Joseph G., Supply Co., 130th Inf., 33d Div.
Baumbach, George W., C. P. O., Navy, Bremerton, Wash.
Baumgartner, John F., Limited Service, Camp Syracuse.
Bavory, Edward, 105th Canadian Inf.
Bayly, George F.
Bazakis, Michael, Co. G, 2d Pioneer Inf.
Beacken, James E., Co. C, 105th Inf., 27th Div.
Beacroft, Dr. M. B., 1st lieutenant, Med. Dept., U. S. Army.
Beale, Earl.
Beale, Harry I., corporal, 38th Co., Transportation Corps.
Beale, James G., 257th Aero Squadron, Air Service.
Beale, William E.
Beattie, Stearns Douglass, 2d lieutenant, Inf., unattached, Camp Lee.
Beaudoin, Harry, 162d Inf., 41st Div.
Beaudoin, Harry J., Co. C, Inf., 76th Div.
Beauchea, Edwin Peter, 1st class private, Co. F, 11th Engineers.
Beck, John, 1st class machinist mate, U. S. Naval Aviation.
Becker, Dr. E. W., captain, Med. Dept., N. Y. State Guard.
Becker, Grover Cleveland, bugler, Heavy Field Artillery, 309th Co., Battery E, 78th Div.
Beckweat, Simon.
Beddell, Harry.
Beddow, Harold Henry, 1st class gunner's mate, Navy, U. S. "Leviathan."
Bedard, Joseph William.
Beeler, John J., 1st class sergeant, Eng. Polish Corps, Warsaw, Poland.
Beeler, Maurice F., sergeant, 2d Pioneer Inf.
Behn, George M.
Behan, Joseph, 1st lieutenant, 315th Machine Gun Bat., 88th Div.
Behan, John A.
Behan, Corporal, Depot Brigade, 16th Co., 4th Prov. Reg , Camp Jackson.
Beier, Carl F., corporal, Co. G, 71st Inf., 11th Div.
Beiermeister, James M., 2d lieutenant, Inf., replacement troops, unassigned, Camp Devens, Mass.
Beierwalters, Henry J., 1st class private, Battery C, 321st Field Art., 82d Div.
Beiso, Rockwell, M. C. Evac. Hospital, No. 5, 37th Div.
Bell, Charles E., Medical Corps, 133d Co. Inf., 9th Div., Camp Sheridan, Ala.
Bell, Charles, Base Hospital, 73d Bat., Camp Sheridan, Ala.
Bell, George.

Bell, John Thomas, mechanic, 105th Inf., 27th Div.
Bell, Joseph LeGrand, corporal, Co. B., Aviation Corps, Holy Cross College, Worcester, Mass.
Bellegrade, Louis A., sergeant, 305th Co., M. P. C. D. C. I.
Bellman, Myer, 1st class private, Co. C, 105th Inf., 27th Div.
Bello, Lauro A.
Bender, William H., 1st class private, Co. D, 105th Inf., 27th Div.
Benedict, Edward, corporal, Co. G, 71st Inf., 11th Div.
Benedict, Harold.
Benedict, Lucien Howe, sergeant, Aviation Corps, Texas.
Bengan, Martin.
Benjamin, Louis, corporal, 37th Co. Inf., 153d Div., Camp Dix.
Benjamin, Max E., 1st class private, Co C, 105th Inf., 27th Div.
Benard, John.
Benard, Eugene.
Bennett, Frederick S., Co. G, 71st Inf., 11th Div.
Bennett, William J.
Bennett, Raymond.
Benson, Arthur W., captain, U. S. Medical Corps, Base Hospital No. 3.
Benson, Merritt L., sergeant Co. A, 216th Field Signal Corps, Camp Kearney.
Benson, Henry.
Bent, Frank L., regimental sergeant major, Headquarters Co., 2d Inf., N. Y. G.
Bentin, Walter E., 1st class seaman, Navy, Pelham Bay.
Benway, Leslie, sergeant, Motor Transportation Co., 333d Div.
Benzie, Fred L., mess sergeant, Co. H, 71st Inf., 11th Div.
Berger, Frank A.
Bergin, John J., seaman signalman, Navy, U. S. S. "Cyther."
Berkery, Joseph G., Co. G, 71st Inf., 11th Div.
Berkery, Patrick, J., 18th Bat., 73d Inf,, Camp Upton, N. Y.
Berkery, William P., corporal, Co. G, 71st Inf., 11th Div. O. T. S., Camp Lee, Va.
Berkowitz, David, 26th Field Artillery, Camp McClellan, Ala.
Bernard, Eugene, acting sergeant, Air Service; Squadron F, 2d Div., Fairfield, Ohio.
Bernard, John J., 1st class private, Co. D, Engineers, 16th Div.
Berrigan, John.
Berrigan, Edward J., wagoner, Medical Ambulance Corps, 81st Div.
Berrigan, Joseph G.
Berrigan, Martin H., Quartermaster Corps, Army Bakery 409, Camp Upton, L. I.
Berrigan, Patrick W., chief gunner's mate, Navy, Base No. 9.
Berry, George.
Berry, Samuel, 1st class private, Co. C, 105th Inf., 27th Div.
Bertasio, Liugi.
Berthelson, Peter L., 1st class private, Base Hospital 4.
Bessett, Edward E., 1st Bat. Headquarters, 303d Ammunition Train, 78th Div.
Bessette, Joseph Henry.
Bethman, Edward S.
Bethman, Thomas Edward, machine gunner, 34th Co., 3d Troop, Camp Hancock, Ga.
Bettago, August,
Bickweat, Simon, 1st class private, 334th Supply Co., Q. M. C.
Bills, Edward P., mechanic, 2d class, Naval Aviation Reserve.
Billingham, George, 1st class private, 309th Field Artillery, 78th Div.
Binck, LeRoy, cook, Co. C, 105th Inf., 27th Div.
Bindschaedler, Samuel J., Co. B, 105th Inf., 27th Div.
Bingham, Lloyd E., sergeant Inf. Headquarters Co., Niagara Falls, N. Y.
Birch, John Knowlson, Co. G, 71st Inf., 11th Div.
Bird, William R.
Birkby, Thomas C., bugler, Co. D, 105th Inf., 27th Div.
Birkby, William M., Jr., sergeant, Co. D, 105th Inf., 27th Div.
Birkmayer, Louis A., 1st class sergeant, 1st Co., Quartermaster Corps, Finance Div., Camp Devens, Mass.
Birney, David.
Birmingham, Charles A., M. D., captain.
Bishop, Alfred.
Bishop, Aloysius S.
Bishop, Edward Arthur.
Bissell, Burton S., 1st class seaman, Naval Aviation.
Blackhall, Louis G., sergeant, Bat. F, 42d Art., 4th French Army.
Blackhall, J. Walter, 2d class seaman, Navy, Naval Intelligence Dept., Brooklyn Navy Yard.
Blair, Arthur.
Blake, Herbert C., Am. Ambulance Base Hospital 38.
Blakeley, Milton.
Blakeslee, Mancy A., lieutenant, Co. D, 9th Inf., 2d Div.
Blanchard, Elmer, 3d class musician, 31st F. A. Headquarters Co., 11th Div.
Blanshan, John E., 1st class private, 14th Machine Gun Co. A, 5th Div.
Bleibtrey, Joseph F.
Bliesner, William.
Bloomfield, Maurice, U. S. Guards, Fort Niagara, N. Y.
Bloomingdale, William H., 105th Inf. San. Det., 27th Div.
Blythe, Henry Higginson.
Blume, Leo H., 1st class private, Co. C, 312th Inf., 78th Div.

Boardman, Derick L., A. E. F.
Bobbin, Louis, Air Service, 109th Squadron, S. P. D., Toledo, Oregon.
Bohrer, Julius S., Sanitary Corps, Squad. 89, 71st Div.
Bohrer, John J., Co. L, 53d Inf., 6th Div.
Boetjer, August P., 346th Machine Gun Co., 87th Div., France.
Boetjer, Carl.
Boetjer, William H.
Boland, Charles J., 1st lieutenant, 594th Co., Construction Aviation.
Boland, James F., Co. C, 303d Inf.
Boland, John P., 2d class electrician, U. S. Navy.
Boland, Lawrence
Boland, John J., 1st class private, 304th Co., Q. M. C.
Bolton, George W.
Bolton, Joseph E.
Bond, Joseph M., 1st class private, Co. F, 301st Engineer Corps.
Bondi, Joseph P., 1st class private, Co. D, 345th Inf., 87th Div.
Bondi, Anthony, Inf., Albany, N. Y.
Bonesteel, Bradebury, seaman, U. S. Naval Station, Rockaway.
Bonesteel, Willard C., Co. E, Engineer Corps, 14th Div.
Bonesteel, W. E., 1st class machinist mate, Navy, Newport, R. I.
Bontecou, Dr. Reed B., captain, Med. Dept., U. S. Army.
Bookman, Abraham, 30th Co., Camp Upton, L. I.
Bookman, Benjamin, seaman, Navy, Fort Trumbull.
Bookman, Herman, 1st class private, F. A., 12th Div., Camp McClellan, Ala.
Booth, Dr. B. S., 1st lieutenant, Med. Dept., U. S. Army.
Booth, Frank Harvey, 1st class private, 52d Pioneer Inf., 5th Corps.
Borter, Benjamin F.
Bortin, Willard.
Bornt, Clifford L., Coast Art., Fort Warren, Boston Harbor.
Bordi, P.
Bornt, Herbert, Naval Reserve Corps.
Bosca, Leroy, Co. A, 345th Inf., 87th Div.
Bosley, George J., 1st class private, Art. Supply Co., 1st Div.
Bosnoian, Ely, Co. G, 71st Inf., 11th Div.
Bossleman, Herbert.
Bossleman, William F.
Bostley, George J.
Bostley, Paul A., 1st class private, 309th Machine Gun Bat., 78th Div.
Bosworth, Atwood.
Bosworth, Foster A., Co. C, 105th Inf., 27th Div.
Bott, Samuel, Jr., Co. K, 3d Bat., 13th Reg., U. S. Marines.
Bouchard, Arthur B., Quartermaster Corps, Jacksonville, Fla.
Bouchard, Leo H., Co. A, 68th Engineers, Camp J. W. Garrett.
Bouchard, Joseph.
Bouchea, Fred., 1st sergeant, Motor Trans., 19th Div., Camp Dodge, Iowa.
Bouchey, Aloysius G., corporal, 152d C., 23d Inf., Depot Brigade.
Bouchey, Bertrand J., corporal, Co. C, Inf., N. Y. N. G., Poughkeepsie.
Boudreau, Eugene H., 1st class private, Co. E, 309th Art., 78th Div.
Boughton, William H., sergeant, Co. A, 105th Inf., 27th Div.
Boughton, Van Tuyl, captain, adjutant of 11th Ry. Engineers, Army troops.
Bounds, Warren J., Bn.. sergeant major, Machine Gun Co., 1st Div.
Bourn, F. Ivan.
Bowe, Edward Thomas, gunnery sergeant, Marine Corps, U. S. S. "Pittsburgh."
Bowes, William A.
Bowen, John J.
Bowman, Andrew K., sergeant, U. S. Marines, detached duty, Syracuse Recruiting District.
Boyland, James F. J., corporal, Squad C, 1st Marine Aviation Force, U. S. Marine Corps.
Bozigian, Shahnazar, 1st class private, Co. A., Inf., 4th Div.
Bracken, John E., 1st class private, Headquarters Co., 105th Inf., 27th Div.
Bracken, John J., corporal Co. C, 105th Inf., 27th Div.
Bradley, Arthur E., 26th Balloon Co.
Bradley, Eugene.
Bradley, John T., Co. C, 2d Pioneer Inf.
Bradley, Terrence.
Bradley, William T., 1st class machinist, Navy, 5th Co., U. S. Tr. Station.
Bradshaw, George F., captain, Co. C. 105th Inf., 27th Div.
Bradwell, John F., Aviation, 226th Aero Squadron.
Brady, Mark, Post Band, Eng. Div., Camp Meade, Md.
Brady, Francis A., 1st class private, Bat. B, 77th Field Artillery, 4th Div.
Brady, Joseph A., seaman, Navy Transport Service.
Brady, Thomas J., 1st class private, Co. M, 23d Inf., 2d Div.
Brahm, Andrew H., Co. B, 78th Div.
Brahm, George, 347th M. G. Co., 81st Div.
Branch, George, Co. K, 807th P. Inf.
Branigan, Francis, wagoner, Supply Co., 105th Inf., 27th Div.
Brannigan, Frank A.
Braun, Wilbur, Ambulance Sec. 2, Medical Corps.
Brayman, Harold, Co. D, 105th Inf., 27th Div.
Breen, John G., corporal, Co. H, 2d Pioneer Inf., 2d Corps troops.
Breese, Kenneth Earl, 1st class private, Chemical Warfare, U. S. A.
Breeze, John, Co. B, Machine Gun Bat., 26th Div.
Brehm, Andrew H., Co. B, Inf., 78th Div.

Brehm, George J.
Brehm, William F., sergeant, 532d Motor Transportation.
Brelsford, John H., A. E. F.
Brennan, Eugene A., corporal, Co. D, 105th Inf., 27th Div.
Brennan, John F., sergeant, Bat. B, 34th F. A., 12th Div.
Brennan, John J., Art., 309th F. A., 78th Div.
Brennan, Thomas.
Brett, Maurice J., U. S. Marines, U. S. S. "Vermant."
Breton, Leo.
Brewer, Hobart, corporal, Medical Dept., Base Hospital 91.
Brewer, James W., corporal, Co. G, 71st Inf., 11th Div.
Brewster, Frank E., 1st lieutenant, Co. F, 807th Pioneer Inf.
Brewster, John Herbert, captain, Co. D, 116th Engineers, 41st Div.
Bridgeman, J. F.
Bridgeman, Francis T., O. T. C., Field Art., Camp Taylor.
Bridgeman, John.
Briggs, Charles Henry, corporal, Co. A, 105th Inf., 27th Div.
Briggs, James H., Co. K, 11th Reg., U. S. M. C., 5th Div.
Briggs, John Wier.
Brizee, Eugene S., Lds. E. L. R., Navy Radio, Cambridge, Mass.
Britt, John, Corporal, Co. D, 105th Inf., 27th Div.
Britt, Albert E., civilian service, Ordnance Dept., Headquarters S. O. S.
Britton, David J.
Britton, George N., Adjutant General's Dept.
Broderick, Anna V., U. S. Army nurse, Hospital Base 94, France.
Broderick, Don.
Broderick, James Coyne, 1st class private, Co. C, 105th Inf., 27th Div.
Broderick, John Thomas.
Broderick, Daniel E., seaman, U. S. Navy, Pelham Bay.
Broderick, Edward J., Barracks Detachment, Marines, Brooklyn Navy Yard.
Bromley, Harold L., sergeant, Co. A, 2d Bat., Ordnance Chemical.
Brownson, Walter.
Bromley, Charles, 2d lieutenant, 311th Fire and Guard, Q. M. C., M. A.
Bronk, Detley W., ensign, U. S. N. R. F., Naval Aviation, Pensacola, Fla.
Brooks, George Edward, Co. A, National Guard, 2d Div.
Brooks, John T., corporal, Headquarters Co., 28th Inf., 1st Div.
Brower, George H., 1st class private, 88th Co., Marine Corps.
Brown, Abraham, sergeant, Q. M. D. Headquarters, 50th Inf. Reg., Camp Dix.
Brown, Alexander J., Co. E, 147th Inf., 37th Div.
Brown, Alfred E.
Brown, Andrew F., Military Police, Camp Joseph E. Johnson.
Brown, David, Bat. sergeant-major, Cav. Headquarters Detachment, 2d Div.
Brown, Frank H., sergeant, Co. C, Automatic Replacement, Camp Upton.
Brown, Harry E., Co. M, 2d Pioneer Inf., Army of Occupation.
Brown, Herrick, S. A. T. C., Dartmouth College.
Brown, Joseph P., chief turret captain, Navy armed guard crew.
Brown, Matt., 1st lieutenant, Ordnance, attached to Air Service, 144th Air Squadron.
Brown, Kenneth C., lieutenant, 240th Squadron, Royal Air Force.
Brown, Kingsley M., 1st lieutenant, 25th Squadron, Royal Air Service.
Brown, William N.
Brownson, John Nathan, Co. G, 2d Pio-Inf., 2d Corps, 1st Army.
Brozick, John, Co. C, 2d Inf., N. Y., Whitehall Armory.
Brownell, Oliver, Jr.
Brunnelle, Edgar A., limited service.
Brush, Sherman E., quartermaster, 2d class, Naval Aviation.
Bryan, J. J.
Bryce, James Earl, sergeant, 54th Inf. Headquarters Co., Brig., 27th Div.
Bryce, A. Leroy, sergeant, 1st class, 765th Squadron, Air Service.
Bryce, John, Headquarters Co., 54th Inf., Bat. E, Div.
Bryce, Lowell, Bat. E, 309th Heavy Art.
Bubie, Frank H., Co. C, Ammunition Train, Camp Meade, Md.
Bubie, Walter Louis, corporal, Bat. D, 7th Reg., Field Artillery.
Buchanan, Archibald, major, Medical 313, Service B.
Buchanan, John, sergeant, Co. L, 38th Inf., 3d Div.
Bucherean, Edward M.
Buckley, William P., 2d lieutenant, Q. M. D., Domestic Operations, Camp Holabird, Md.
Buckley, John.
Buckley, Joseph.
Burkin, Chester.
Burkin, John.
Buehler, Antonin.
Bull, George R., Coast Artillery School Detachment, Fort Monroe.
Bump, Elmer F., Q. M. D., Military Police, Jacksonville, Fla.
Burdick, Elmer, Co. C, Ammunition Train, Lafayette Div.
Burger, Philip J., 3d class gunner's mate, U. S. Destroyer.
Burgess, Herbert.

Burgess, Maynard O.
Burgess, Theodore, 19th Co., 154th Depot Brigade.
Burke, Edward, 1st Div. recruit, N. A. T. I. S. O. 123d Cantonment Hdqs.
Burke, Eugene F., 1st class private, 345th Machine Gun Co., 87th Div.
Burke, George E., Co. A, 11th Engineers.
Burke, James.
Burke, John C., corporal 74th Co., 6th Reg., U. S. Marine Corps, 2d Div.
Burke, James P.
Burke, John F., 880th Aero Squadron, Montgomery, Ala.
Burke, John J., corporal, Co. D, 312th Inf., 78th Div.
Burke, Joseph A.
Burke, Matthew J., 3d Co., Coast Art., S. E. D., Div., Fort Moultrie.
Burke, Martin L., corporal, Co. C, 105th Reg., 27th Div.
Burke, Michael A., sergeant, Bat. B, 40th Field Artillery, Camp Custer.
Burke, Richard Francis, 50th Co., 3d Prov. Reg., Marines, Barahana, D. R.
Burke, William J., 1st class private, 13th Service Co., Signal Corps, Camp Alfred Vail.
Burke, William J., seaman, U. S. Navy, Hampton Roads, Va.
Burke, Thomas Francis, Headquarters Co., 27th Div.
Burk, Walter Scott, captain, Co. H, 359th Inf., 90th Div.
Burkhardt, Charles H., sergeant, Co. C, 105th Inf., 27th Div.
Burkin, Chester, 2d class quartermaster, Naval Aviation, Hampton Roads, Va.
Burkin, John F., sergeant, Bat. F, 34th F. A., Plymouth Div., Camp McClellan.
Burleigh, Charles A., seaman, U. S. Navy.
Burleigh, Harry E., sergeant, Assistant Dental, 105th Inf., 27th Div.
Burleigh, William B., Co. C, 57th Eng.
Burnap, Leroy Nelson, 1st class private, Signal Corps, Co. C, 303d Field Signal Battalion, 78th Div.
Burnes, Earl D., 1st class machinist mate, Naval Aviation, Northern Bombing Group.
Burns, Rev. Daniel R., chaplain.
Burns, Fred J.
Burns, Frederick, seaman, U. S. Navy.
Burns, James, Troop B, 12th Cav.
Burns, John J., corporal, Co. D, 105th Inf., 27th Div.
Burns, Lawrence.
Burns, Paul Francis, 1st class private, Troop E, 12th U. S. Cav., 2d Squadron.
Burns, Peter B., Co. C, 2d Pioneer Inf. Headquarters.
Burns, Patrick J., corporal, Co. C, 2d Pioneer Inf. Headquarters.
Burns, Thomas F.
Burns, William J.
Burriger, Roy, 1st sergeant, Co. L, 105th Inf., 27th Div.
Bushee, Edmond, Co. G, 71st Inf.
Bussey, Charles M., Coast Defense, Fort Totten.
Bussey, Edward M., Medical Corps, Camp John Wise.
Bussey, William J.
Butler, Floveal, bugler, 63d Co., U. S. Army, Camp Dix.
Butler, Frank V., corporal, 327th Supply Co., 82d Div.
Butler, James.
Butler, Kathryn M., nurse, Base Hospital, U. S. Army, Savenay, France.
Butler, Joseph John.
Byer, Stanley, Albert, 40th Co., New Receiving Corps, Camp Wheeler.
Byrne, John, A. E. F.
Byrne, Edward.

Cadmus, George Alexander, Co. F, U. S. Marine Corps.
Cachigian, Abraham.
Cachigian, Donabed.
Cady, George, 1st class private, Co. C, 105th Inf., 27th Div.
Cady, William W., corporal, Co. A, 105th Inf., 27th Div.
Caffrey, Frank.
Caffrey, William H., Co. G,, Inf., 11th Div.
Cahill, Dr. F. J., 1st lieutenant, Medical Corps, U. S. A.
Cahill, John B., 1st class private, 52d Bat., Anti-Aircraft, 7th sector.
Cahill, Joseph A., 1st class petty officer, U. S. N. Reserve.
Cahill, William.
Cain, George E., Co. C, 2d Pioneer Inf.
Cain, James S., sergeant, Co. C, 5th Machine Gun Bat., 2d Div.
Cairns, Joseph Francis, apprentice seaman, U. S. N. R. F., Naval Unit.
Calavechio, Frank, Co. G, Inf., 71st Div.
Caldwell, James A., 1st class private, Co. D, 1st Prov. Inf., Fort Benjamin Harrison.
Calavella, Frank.
Callagy, Henry, Co. H, 124th Depot Brigade, 926th Div.
Callahan, David J.
Callahan, Thomas, 1st class private, Co. C, 105th Inf., 27th Div.
Callahan, Thomas E., sergeant, Co. K, 29th Inf. Reg., Panama Canal.
Callahan, John J., 8th Co., Coast Artillery, Fort Dupont.
Callahan, Michael, Co. D, 105th Inf., 27th Div.
Callander, Thomas B., scout sergeant, Bat. D, 34th Field Artillery, 12th Div.

Callary, Lawrence J., Co. C, 105th Inf., 27th Div.
Caldwell, John C., 2d lieutenant, U. S. Marine Corps, Flying Corps, Miami, Fla.
Caley, George, 1st class electrician, Aviation Corps, Pensacola.
Campese, Frank, 15th Co., 4th Brigade, 153d Div., Camp Wheeler.
Campion, Thomas James, corporal, Machine Gun Co., 27th Div.
Campion, J. Richard, 1st class private, Bat. F, 309th Field Artillery, 78th Div.
Campbell, Charles, sergeant, U. S. Army.
Campbell, Francis J., corporal, Co. C, 5th Inf., 7th Div.
Campbell, George A., Inf., Camp Humphrey.
Campbell, Lloyd E., private, Co. K, 105th Inf., 27th Div.
Campbell, Orlin J., master engineer, Eng-Headquarters Co., General Hdqs.
Campbell, Paul W., sergeant, Q. M. C., 21st Co., 42d Div., Camp Johnston.
Campbell, Roscoe C., sergeant, 105th Inf., 27th Div., R. O. T. C.
Campbell, Sidney, corporal, Co. A, 105th Inf., 27th Div.
Campbell, William J., sergeant, Bat. D, 35th F. A., 12th Div. Camp McClellan.
Campbell, Thomas A.
Camprone, Joseph J., 345th Inf., Medical Corps, 87th Div.
Camproni, Samuel.
Camproni, Salvadore, Supply Co., 105th Inf., 27th Div.
Canary, John David, wagoner, Supply Co., 87th Div.
Cane, John.
Cane, Michael.
Cane, Martin J.
Canfield, James F., Co. C, 312th Inf., 78th Div.
Canfield, Mathew.
Cannon, George W.
Cannon, Henry W., 50th Co., Transportation Corps, 2d Div.
Cannon, John E., Co. C, Inf., 2d Div.
Cantwell, Thomas, Troop C, 8th Cav.
Capogna, Raffaele.
Cardanone, Angelo, 345th Inf., 87th Div.
Carey, Charles H.
Carey, Gilbert L., Co. C, 105th Inf., 27th Div.
Carey, Frank.
Carey, Joseph, Vet. Hosp. No. 2, 3d Corps.
Carrelli, Sebastiano, 19th Co., Inf., 154th Depot Brigade, Camp Meade.
Carew, James F., Jr., Inf. Headquarters Co., 1st Pioneers.
Carey, Frank William, Marines, Barrack Detachment, Navy Yard, Philadelphia.
Carignau, John M., School for Balien and Cooks, Camp Upton.
Carl, Wallace Albert.
Carlson, George H., Aviation Corps.
Carmen, Simon.
Carmody, Jeremiah, Co. G, 71st Inf., 11th Div.
Carmody, John F.
Carmer, Daniel W.
Carner, Harold Arthur, sergeant, 93d Co., 7th Reg., Marine Corps.
Carney, John A., 600th Co., Motor Trans.
Carney, Michael.
Carney, Thomas, Co. D, 345th Inf., 87th Div.
Caron, Albert Joseph, 224th Aero Squadron, Air Service.
Carowsio, Angelo, 6th Co., 152d D. B.
Carpenter, Thomas B., sergeant, 494th Motor Transportation Corps.
Carr, John.
Cartwright, Joseph.
Carrigan, Chester B., corporal, 2d Co., A. S. M., 3d Regiment.
Carrier, George, wagoner, 309th Heavy Artillery.
Carrigan, John F., 1st class private, Med. Hospital 322, 81st Div.
Carroll, James B., Co. F, 75th Inf., Camp Lewis.
Carroll, John J., Bat. D, 30th C. A. C., 86th Div., Camp Eustis.
Carroll, Joseph Francis, Headquarters Co., 105th Inf., 27th Div.
Carroll, P. J., U. S. Army, Camp Meade.
Cary, Charles H., corporal, Co. K, 3d Div.
Carner, Harold, sergeant, 7th Reg. Headquarters, Dept., U. S. Marines.
Carnrick, Lucian.
Carr, Edward, 1st class moulder, Navy, U. S. S. "Bridgeport."
Carroll, James.
Carroll, Joseph F.
Carroll, William M.
Carroll, John J., 1st lieutenant, Medical Corps, Post Hospital, Garden City.
Carroll, Michael F.
Case, Edward, Co. D, 105th Inf., 27th Div.
Case, George Joseph, 60th Inf., 5th Div.
Casey, Alfred.
Casey, Alonzo D., U. S. Marine Corps, Norfolk.
Casey, James J.
Casey, Philip L., 179th Aero Squadron, Air Service.
Cassidy, Joseph A.
Cassidy, Edward Francis, sergeant, Co. B, 2d Pioneer Inf.
Cassidy, James.
Cassidy, Frank J., chauffeur, 1st class, 144th Squadron, Air Service.
Cassidy, John J., Co. B, 11th Bat., Camp Raritan.
Cashion, Michael.
Cassin, James F., sergeant, Co. C, 19th Reg. Engineers.
Castiglione, Salvatore, Co. E, 307th Inf., 77th Div.

Castiglione Charles, 15th Co. Inf., 153d D. B., Camp Wheeler.
Castle, James Joseph, corporal, 89th Co., 3d Bat., U. S. Marines.
Castle, Leroy, Vet. Hosp. No. 1, 76th Div.
Caswell, Edward R., corporal, Co. M, 105th Inf., 27th Div.
Caswell, Fred.
Caswell, Fred W., 1st lieutenant, U. S. Army.
Caswell, George Dewey, corporal, Co. M, 105th Inf., 27th Div.
Caswell, James.
Caufield, John.
Caufield, Michael A., 2d class coppersmith, U. S. Navy.
Caufield, William J., 3d H. M. O. R. S.
Cavallo, Nick, 1st class private, Co. H, 135th Inf., 34th Div.
Cavanaugh, Charles H., Chemical Warfare Service, Camp Upton.
Cavanaugh, Joseph.
Cavanaugh, J. F., sergeant, 8th Co., Coast Artillery, Fort Andrews.
Caven, Huberto E.
Cavin, Frederick W., Co. G, 71st Inf., 11th Div.
Ceiger, Louis J.
Chambers, John I., 7th Co., 1st Training Brig., Aero Supply Depot, Garden City.
Chambers, Howard, saddler, 54th Co., 307th Engineers.
Chapman, George.
Chasan, Herman, U. S. Navy.
Chuckrow, Benjamin, sergeant, Q. M. D., Det. No. 2, Newport News, Va.
Chuckrow, Charles, sergeant, 324th, 81st Div., Q. M. C.
Church, Alfred, A. E. F.
Charete, Peter F., 2d lieutenant, Co. I, Inf., 76th Div.
Charchean, Vahran A.
Charfield, Earl Ferdinand, supply sergeant, Provost Guard Co., Inf., Camp Dix.
Charles, Adhermar.
Charron, James Henry, Inf., en route to Camp Upton.
Chasan, Harry, inspector, U. S. Government, New Jersey.
Chase, Lloyd W., 34th Machine Gun Co., Camp Hancock.
Cheles, Joseph, 10th Co., Replacement Camp.
Cheles, Joseph C., clerk, Co. F, Inf., Camp Wheeler.
Chew, Howard.
Chickly, Albert W., Co. D, 312th Inf., 78th Div.
Chicco, Anthony.
Chilandose, Peter L., cook, Co. E, 301st Supply Train, 76th Div.
Chileo, Vincent.
Chippendale, Frank.
Chippone, Joseph.
Chodikoff, Israel, Bat. F, 18th Field Artillery, 3d Div.
Chodikoff, Max, Inf., Camp Gordon.
Christensen, Nelson.
Christopher, Joseph.
Ciamprone, Joseph, U. S. Army, Camp Upton.
Cioffi, Pietri, 1st class private, Co. B, Inf., 13th Div. Camp Will.
Cillis, Daniel, Co. C, 2d Pioneer Inf., 2d Army Corps, Base Section 2.
Cipperly, John, 1st lieutenant, Co. L, 105th Inf., 27th Div.
Cipperly, James I. Headquarters Co., 345th Inf., 87th Div.
Cipperly, Seward.
Cirillo, Anchise A., seaman, U. S. Navy, Pelham Bay.
Cirrillo, Francisco, Co. G, 71st Inf., 11th Div.
Clampett, Thomas, Co. D, 12th Engineers.
Champrone, Salvatore.
Clark, Edward W., bugler, U. S. Navy, U. S. S. "Granite State."
Clancy, Daniel, Co. B, 78th Reg.
Clark, Henry W., ensign, U. S. Naval Reserve.
Clark, John B., Hdqs. Co., 55th Eng.
Clark, Leland E., 2d lieutenant, Co. C, 313th Engineers, 88th Div.
Clark, Robert.
Clark, Lester B., sergeant-major, Hdqs., Chief Remount, 27th Div.
Clark, William.
Clark, Dr. W. L., 1st lieutenant, Medical Department, U. S. Army.
Clarke, Robert Ernest, Co. B, 345th Inf.
Clarkson, Earl B., 3d class gunner's mate, Navy, U. S. A. C. T. "Kentuckian."
Clarkson, George H., electrician, U. S. Navy.
Classen, Joseph, Co. G, 22d Inf., Reg. Army, Fort Slocum.
Claydon, E. Roy, sergeant, motor mechanic, 1st Reg.
Claydon, Henry B., corporal, 11th Reg., Field Artillery, Camp Jackson.
Clearwater, Harley V., Medical Sanitary Detachment, 105th Inf., 27th Div.
Cleary, William.
Cleary, Frank J.
Clemento, Michael, 1st class private, Co. L, 134th Inf., 34th Div.
Cleveland, Dr. H. F., 1st lieutenant, Medical Department, U. S. Army.
Clickner, Clarence A., sergeant, Co. A, 303d Inf., 76th Div.
Clickner, Paul, 1st class fireman, U. S. Navy, U. S. S. "Mount Vernon" and "Dakota."
Clickner, Thomas W., Bat. B, 4th Reg., F. A. R. D., 25th Div.
Clifford, Edward.
Clifford, John E., Medical Corps, 105th Inf., 27th Div.
Clifford, Thomas E., sergeant, Co. B, Repair W. 321.

Clifford, William P., Co. B, 345th Inf., 87th Div.
Clews, John W., Co. C, 312th Inf., 78th Div.
Cloutier, Alphonse, Army, enroute Camp Humphries, Va.
Cluett, John P., 729th Co., Motor Transport Corps, Camp Johnston.
Cobden, Alan S., seaman, U. S. Navy, U. S. "Housatonic," mine layer.
Coffey, James J.
Coffey, Thomas J., corporal, 106th Co., 8th Reg., U. S. Marines.
Coffey, J. F.
Coffey, Michael J., wagoner, Supply Co., 105th Inf., 27th Div.
Coffey, Thomas, 1st class yeoman, U. S. Navy, Newport.
Cohen, Alfred Army, Co. A, 312th M. G. C., 78th Div.
Cohen, Abraham.
Cohen, Ellis, 1st class sergeant, 105th Inf., 27th Div.
Coherty, Thomas.
Collassessano, Nicolo, Co. L, 345th Inf., 87th Div.
Cole, Charles J.
Cole, Howard J., Jr., 4th Eng., trained Reg., Camp A. A., Humphries.
Cole, William Allison.
Coleman, Charles L., Co. C, 148th M. G. B., on U. S. S. "Mauretania."
Coleman, Charles Smith, U. S. Marine Corps, U. S. S. "St. Louis."
Coleman, David.
Coleman, Donald.
Coleman, John Alfred, 1st class private, Bat. D, 7th Reg., Heavy Artillery, Camp Jackson.
Coleman, Elmer W., ensign, Naval Auxiliary, U. S. S. "Eastern Chief."
Coleman, Theodore Roy, 1st class bugler, Bat. D, Heavy Artillery, Camp Jackson.
Collander, Thomas B.
Colerian, Charles, Co. F, 105th Inf., 27th Div.
Coley, George Richard.
Collier, Edgar H., 1st class private, 223d Aero Squadron.
Coliareres, Christopher.
Collette, Edward.
Collins, C. P., Med. Corps, Base Hosp. 156.
Collins, Eugene, Divisional Headquarters Troop, 27th Div.
Collins, James John, Co. C, 102d Field Signal Bat., 27th Div.
Collins, Timothy Leo., Co. B, 147th Inf., 37th Div.
Collins, William H., Jr., seaman, U. S. Navy.
Collison, Edward F., sergeant, Headquarters Co., 105th Inf., 27th Div.
Commis, Frank.
Coloneri, Vincent, U. S. Navy.
Commons, Edward J.
Comisky, Richard, U. S. Army, Camp Meade.
Comisky, Stephen E.
Conant, Herbert, lieutenant, Headquarters Co. 105th Inf., 53d Brigade, 27th Div.
Conant, Herbert L.
Connally, John F.
Connolly, Jeremiah.
Condon, Richard P., Co. B, 30th Inf., 3d Div.
Congdon, William W., Unit 304, Graves Registration Service.
Conlin, Alice Cecelia, nurse, Army Nurse Corps, U. S. A., Base Hospital No. 33, Casual Div., England and France.
Conlin, Frank E., seaman, U. S. Naval Reserve, Syracuse University.
Connally, Dr. Eugene Francis, major, 319th Inf., 80th Div.
Connally, Helen F., nurse, U. S. Navy, Newport Naval Hospital.
Connell, John J., Co. D, 345th Inf., 87th Div.
Connell, James, 1st class private, Co. M, 105th Inf., 27th Div.
Connell, Owen S., Quartermaster Corps, Syracuse.
Connell, Richard, 10th Co., Engineers, Fort Totten.
Connaly, Charles.
Connelly, James B., U. S. Navy, Great Lakes, Ill.
Connelly, T. J., Co. B, 105th Inf., 27th Div.
Connery, Richard F., corporal, Co. L, 107th Inf., 27th Div.
Connell, Thomas F.
Connell, Edward.
Connell, James, 1st class private, Co. M, 105th Inf., 27th Div.
Connelly, Thomas P.
Connelly, John J., fireman, Construction Eng., Stewart Co.
Connelly, John P., fireman, Stewart Co., Construction Eng.
Conners, Joseph W., 224th Aero Squadron.
Connelly, Matthew J.
Connelly, William, corporal Co. B, 331st Tank Corps.
Connery, Frank.
Connery, Walter, 1st class sergeant. 4th Co., Depot Brigade, Camp Wheeler.
Connery, John J., sergeant, Co. M, 13th Reg., U. S. Marines.
Connery, Francis J., Co. D, 105th Inf., 27th Div.
Connery, William H., supply sergeant, 307th Auxiliary Remount.
Connery, Richard, corporal, Co. L, 107th Inf., 27th Div.
Connolly, E. F., Dr., captain Medical Corps, U. S. A.
Connolly, Edward J., 345th Inf., Machine Gun, 87th Div.
Connolly, Frank J., corporal, Co. B, Inf., 27th Div.

Connolly, James, 2d class machinist, U. S. Navy, Camp Paul Jones.
Connolly, Jeremiah Jerome.
Connolly, John, Sanitary Detachment, Dental Department, 27th Div.
Connor, Rev. Harvey F., 1st lieutenant, chaplain, A. E. F.
Connors, Joseph F.
Connors, John J., seaman, U. S. Navy.
Connors, Joseph.
Connors William, M. T. U., 711.
Connors, William J.
Conroy, Charles H., Co. C, 105th Inf., 27th Div.
Conroy, John F.
Conroy, Francis, Co. C, 105th Inf., 27th Div.
Conroy, David.
Conroy, John T., Medical Corps, Base Hospital No. 10, 2d Army Corps.
Conroy, Patrick.
Conroy, Thomas G., Headquarters Co., 105th Inf., 27th Div.
Conroy, Thomas Luce, Headquarters Co., 105th Inf., 27th Div.
Constantion, Vessie, 48th Co., Inf., 153d Depot Brigade, 12th Div.
Constantine, Octavio, Co. C, Inf., 11th M. G. Bat., 4th Div.
Conway, Daniel, 2d class seaman, U. S. Navy, R. F., New Haven.
Conway, Daniel Edward, 58th Co., U. S. Marines, Portsmouth.
Conway, Edward J.
Conway, James J., Co. D, 345th Inf., 87th Div.
Conway, Henry, 2d class seaman, U. S. Navy, R. F., New London.
Conway, John J., 162d Inf., 41st Div.
Conway, Owen, apprentice seaman, Navy, Newport.
Conway, Walter E., 1st lieutenant, Signal Corps, 116th Field Battery, 3d Div.
Cook, Ellis B., 2d lieutenant, Coast Artillery, U. S. A.
Cooley, George R., 2d lieutenant, Co. B, 97th Engineers, Camp Leach.
Cooley, Harry John, corporal, U. S. Marine Corps, Brigade Headquarters Detachment, 3d Prov. Reg., San Domingo.
Cooley, Joseph A.
Cooney, Guy L., sergeant, Bat. D, 80th Field Artillery, 7th Regulars.
Cooney, John E.
Coonradt, Edward G., Co. C, 102d Field Signal Bat., 27th Div.
Coonradt, Eugene, 1st class private, Co. H, Inf., 37th Div.
Coonradt, Ray M., wagoner, Co. A,, Ammunition Train, 78th Div.
Coonradt, Walter K., corporal, 20th Co., Air Service, 22d French Division.
Coons, Roscoe J., Engineer Corps, 2d Det., 2d Prov. Reg., Fort Benjamin Harrison.
Coons, William C.
Coons, Claude Elmer, 2d class machinist's mate, U. S. Navy.
Cooper, Edward, 1st class private, Inf., Machine Gun Co., 27th Div.
Cooper, Garvin, seaman, Naval Reserve, U. S. S. "Freelance."
Cooper, Samuel R.
Cooper, Samuel, Personnel Dept., special duty, 21st Recruit Co., Fort Slocum.
Cooper, Reuben.
Corps, George J., cook, Co. A, 2d Pioneer Inf.
Coran, Albert.
Corps, William J, cook, Co. A, 2d Pioneer Inf.
Corbett, John.
Corbett, James.
Corrigan, William, Co. D, 329th Machine Gun Co., Camp Holabird.
Corcoran, Timothy.
Corrigan, Thomas, sergeant, 72d Co. Inf., Pershing's First Reserve.
Corrigan, Sadie K.
Corignan, John M., School for Bakers and Cooks, Camp Upton.
Coonley, Howard W., corporal, Co. G, 71st Inf., 11th Div.
Coons, Edward, 13th Service Co., Signal Corps, Camp Vail.
Coons, Clayton J., cook, Bat. B, Artillery, Camp Jackson.
Coorigan, Sadie K., nurse, 64th Unit, U. S. Army, France.
Corteux, Louis G., corporal, Co. M, Headquarters Troops, 1st Army.
Corr, Daniel H., Jr., wagoner, Supply Co., 105th Inf., 27th Div.
Corr, Henry W., 1st class sergeant, 302d Field Signal Bat., 77th Div.
Correlli, Anchise.
Costello, Daniel J., Co. A, 103d Reg., unatached, O. T. C., Fort Niagara.
Costello, Stephen A., 1st Anti-Aircraft Station Train, 11th Div.
Costello, Thomas J., 1st class private, 1st Anti-Aircraft Machine Gun Bat., Headquarters Co., isolated organization.
Coughlin, Edward J., 1st class sergeant, Co. D, 103d Engineers, 28th Div.
Coughlin, Thomas, Ambulance Corps, Fordham Ambulance Unit.
Covert, Elias,
Cowee, Edward.
Cowee, Theodore H., lieutenant, Flying Corps, U. S. Aviation Service.
Cox, James V., 10th Bat., 152d Depot Brigade, Camp Upton.
Cox, Thomas, 138th Aero Squadron, 3d Army.
Cox, John S., San. Det., 105th Inf., 27th Div.
Cox, John J.
Cozzens, William T., sergeant, Q. M. C., Camp Devens.
Cramer, Benjamin.

Cramer, Daniel W., cook, 28th Co., Spruce Squad, 2d Prov. Reg., Vancouver Barracks.
Cramer, Edward, Co. C, 105th Inf., 27th Div.
Cramer, Frank, corporal, 1st Marine Aviation Forces, Northern Bombing Squad.
Cramer, William Edward.
Cramer, Harry B., Co. C, 51st Pioneer Inf.
Craft, Irving, sergeant, Co. I, Inf., 78th Div.
Crampton, Samuel.
Crampolilo, Tony.
Craig, Herbert L., Bat. D, 4th Reg. Field Artillery, Camp Zachary Taylor.
Crane, James D., seaman, U. S. Navy, U. S. S. "Takana."
Crandall, Alden M., unattached military clerk, Local Board No. 3, Troy.
Crandall, Paul A., Naval Reserve Force, Pelham Bay.
Crawley, Michael.
Creagen, J. L., bugler, Co. I, 161st Reg. Inf.
Cregan, James J., corporal, 1st Co., Q. M. Corps, C. R. Div., Camp Johnson.
Creagan, John.
Crell, Chester Joseph.
Croak, Richard P.
Cronin, William, Art. Headquarter Co., 60th Army, Artillery Div.
Cronin, James L., 2d class seaman, Naval Reserve, Pelham Bay.
Crocker, George.
Crocker, Royal H., corporal, Co. F Inf., 2d Army Corps.
Crocker, Winthrop M., 2d class machinist's mate, U. S. Navy, Pelham Bay.
Cropsey, Floyd A., corporal, Headquarters Co., 105th Inf., 27th Div.
Cropsey, Howard M., corporal, Roster Co., B. U. S. A., 31st Bat., Tank Corps.
Crowley, William, Medical Department, Watervliet Arsenal.
Cramer, George, 2d lieutenant, Headquarters Co., M. C. P. O. E.
Croker, George.
Cross, Charles, sergeant, 1st Co., Coast Artillery, Fort H. G. Wright.
Crowley, W. Henry.
Cuff, James F., sergeant, Co. G, 2d Pioneer Inf.
Cuff, William E., corporal, 428th M. T. Corps, 1st Div.
Culkin, Edward T.
Culkins, Thomas J., 1st sergeant, Co. E, Inf., 27th Div.
Cullett, Arthur, U. S. Army.
Cullen, Frank.
Culliton, William, 91st Aero Squadron.
Culkin, Thomas J.
Culkins, Edward J., 1st lieutenant, Co. I, 303d Inf., 76th Div.
Cummings, Francis P.
Cummings, James J.
Cummings, Martin.
Cunning, Ambrose, 1st sergeant, O. T. C., Camp Lee.
Cunning, F. Courtland, Dentistry, senior grade, New London.
Cunning, John, 1st lieutenant, 321st Aero Squadron.
Cunning, Daniel S., lieutenant, senior grade, Med. Dept., Navy, Newport.
Cundiff, Harvey F.
Cupo, Frank S.
Curley, Hugh A., 1st class private, Bat. B, 66th C. A. C.
Curley, John, 1st lieutenant, 37th Engineers Co.
Curley, Thomas A., Co. E, 1st Eng., 1st Div.
Curran, Archie M., corporal, Bat. F, Art., 78th Div.
Curtin, Timothy F., Co. E., Art., 335th Div.
Curtis, Harold C., Army Medical School, Washington, D. C.
Curtis, Frank.
Curtis, Raleigh T.
Curtis, John, corporal, Co. E, 120th Eng., Eng. Corps, Fort Benjamin Harrison.
Curtis, Raymond M., Cook and Baker School, Camp Upton.
Curtis, Ralph, 1st class private, Advanced Ordnance Depot, No. 1.
Curtis, Stephen H., 1st lieutenant, Co. C, 31st Field Laboratory, Medical Corps, Regular Army.
Cusack, Harry L., 225th Co. M. P. Corps, 125th Div.
Cusack, John.
Cushing, Henry.
Cushing Maurice.
Cushing, Morris.
Cushman, Earl.
Cushman, John J., U. S. Navy.
Custo, Joseph.
Cutler, S. Oley, 1st lieutenant, 427th Engineer Corps.
Creagan, John H., corporal, Co. H, 9th Inf.
Cristiano, Luigi, 10th Co., Engineers.
Carey, John Francis, sergeant, 37th Co., Inf., Laredo.
Charchian, Vahran, 2d class seaman, U. S. Navy, Federal Rendezvous.
Czarkany, Stanislaus.

Dahl, John Thompson, Co. G, 52d Pioneer Inf.
Dahl, Harry Hansen, 2d class electrician (radio), Navy, U. S. S. "Prairie."
Daley, Edward J.
Daley, Joseph Michael, Co. A, Inf., 32d Div., S. C. D.
Daley, Philip.
Daley, Michael J., Co. M, Chemical Warfare, Edgewood Arsenal.
Dalton, Rev. Edward, army chaplain.

Dalton, Edward C., Inf., Camp Humphries.
Daly, John C., 1st class private, Ordnance Dept., 36th Bat. C. A., 41st Brigade, Camp Stuart.
Dallas, Thomas, corporal, Co. C, 120th T. C., 49th Engineers.
Damm, Charles Joseph.
Danbury, Harry, 2d class boatswain's mate, U. S. Navy, submarine diver, Marine Basin, S. Brooklyn.
Danaher, John.
Daniels, David H., 1st class sergeant, 811th Aero Squadron.
Daniels, Ralph Edgar, mounted orderly, Headquarters Co., Inf., 27th Div.
Dankhoff, Pauline, U. S. Army nurse, Fort Sheridan, Ill.
Dankhoff, Emma A., nurse, A. N. C. Base Hospital, No. 88, Savenoy, France.
Darby Alexander L., captain, Flying Corps, U. S. Aviation Service.
Darmanjian, Mosen, 1st class private, Medical Depth, 335th Bat. Tank Corps.
Darlington, Ernest J.
Darling, Sumner B., sergeant, 636th Aero Squadron.
Dauchy, MacArthur, sergeant, 2d Supply Co., Pioneers.
Dauray, Ernest, Bat. F, 31st Field Artillery, Camp Meade.
Daus, Harry P., Co. M, 308th Inf., 77th Div.
Dausberry, Harry, ensign, U. S. Navy, Brooklyn.
Davey, N. W., corporal, Signal Corps Co., 620th Field Signal Bat., 95th Div.
Davidson, Harry J., 2d lieutenant, Co. D, Inf., 91st Div.
Davies William S., Headquarters Co., 105th Inf., 27th Div.
Davis, Albert V., 33d Bat. Gun Co., 5th Div.
Davis, Albert, Co. G, 105th Inf., 27th Div.
Davis, C., lieutenant.
Davis, Eugene.
Davis, William, Chem. Warfare Service.
Davey, Nathaniel, corporal, Co. C, 602d Field Signal Bat., Camp Sheridan.
Dawns, M. H., lieutenant, junior grade, U. S. Navy, Key West.
Dawson, William, R. C. Co., Inf., Fort Slocum.
Dayton, William F., seaman, U. S. Navy R. F.
Dayton, George.
Dayton, John V.
Dearborn, Charles F., Infirmary, Camp Dix.
De Bolli, Anthony, 1st class private, Co. G, 2d Pioneer Inf.
De Christopher, Michael, 1st class private, Co. G, 7th Inf., 11th Div.
Decker, I. V., 1st lieutenant, 156th Depot Brigade, U. S. A., 2d Development Bat., Medical Corps.
Dee, John, Camp Merritt.
DeForest, Frank.
DeFreest, Harold E., 1st class private, 1st Marine Aviation, U. S. Marine Corps.
De Fillepis, Joseph, corporal, Co. C, 2d Pioneer Inf., 2d Army Corps.
Dehel, James.
Deran, Edward J., Co. A, 347th Inf., 87th Div.
Doran, John Francis, M. G. Co., 247th Inf., Machine Gun Co., 87th Div.
Deerfield, John J., Co. D, 23d Canadian Res. Bat.
Deerfield, William, sergeant, 2d Pioneer Reg.
Defandorf, Clark, 1st sergeant, 32d Coast Artillery, U. S. Med. Dept., Camp Eustis.
De Freest, Walter Sherman, acting sergeant, Bat. B., 5th Bat., 1st Prov. Depot Brigade, Camp Jackson.
Degan, Edward.
Deitch, Harry, Co. H, 71st Inf., 11th Div., Intelligence School.
Deitcher, Charles.
De Lair, Leon Washington, 1st class private, Co. A, 2d Pioneer Inf., 37th Div.
Delamater, Robert Griffin.
Delehant, John H., 1st class private, Co. G, 2d Pioneer Inf., 30th Div.
Delaney, Elizabeth F., nurse, Army Nurse Corps, Camp Lee, Petersburg.
Delaney, Francis J., Navy, U. S. S. "Kalk."
Delaney, Joseph L., Motor Transport C. D. Co., R. U., 311th Div.
Delaney, W. H.
DeLea, William B., Machine Gun Co., 71st Inf.
DeLee, Thomas J.
Delancey, John, sergeant, Co. A, Inf., 27th Div.
Delapp, John P., corporal, Co. H, 51st Pioneer Inf., 4th Corps.
Delehanty, John H., Jr.
Delehanty, Charles Francis, 1st class private, 305th G. and F. Co., Q. M. Corps.
Delehanty, Patrick J., 1st class private, Co. C, 105th Inf., 27th Div.
Delehanty, Thomas.
Delong, Leslie Charles, Co. D, Art, 26th Div., Q. A. R. D.
Delorme, Frank A., corporal 121st Co., 9th Reg., U. S. Marine Corps.
Delorme, Joseph M., seaman, U. S. N., U. S. S. "Solitaire."
Delory, David Henry, U. S. Navy.
Del Torto, Anthony J.
Del Vecchio, Thomas L., 1st sergeant, Troop F, 8th Cav., Philippine Islands.
Deming, William.
Deming, J. Grant.

Dembo, Herman, 1st class private, Co. A, 211th Field Signal Bat., 11th Div.
Dembo, Jacob, seaman, U. S. Navy, Section Base No. 6.
Demers, George J., wagoner Supply Co., 309th F. A., 78th Div.
Demers, Silas E.
Demers, John B., Inf., Co. 47, 12th Ban., Camp Dix.
Demers, William H., Jr.
Demmings, Henry.
Demonteus, Reggis.
Dimirjon, George, Medical Detachment, U. S. General Hospital, Otisville.
Denaker, Fred M., 1st class private, Co. H, Ordnance Department, 4th Div.
Denardo, Joseph.
Denaldo, Joseph.
Denaldo, Raffaello.
Dennin, Fred M., sergeant, Co. K, Ordnance Detachment, Aberdeen Proving Grounds.
Dennin, John F., corporal, Co. C, 105th Inf., 27th Div.
Dennin, John Thomas, corporal, Aero Squadron, Texas.
Denny, William H., 21st Co., Quartermaster Corps, Jacksonville.
Denny, Michael Joseph, 1st class private, Bat. B, North Heavy Field Art., 12th Div.
Derby, John, Co. H, 359th Inf., 90th Div.
Derby, Peter, 2d class coppersmith, Naval Aviation.
Der Haroutunian, Sumat, Co. E, Inf., 60th Div.
Derkowsky, Anthony J., F. A. R. D. Supply Co., 3d Reg., F. A. R. D., Camp Jackson.
Dereusseuax (Des Ruisseau) Leon.
DeRose, Anthony, 105th Inf., 27th Div.
Desson, Leonard Joseph, 1st lieutenant, 17th U. S. Squadron, Aviation Service.
Deuse, Jack, signaller, 31st Bat., Canadian F. A.
Devane, Joseph F., sergeant, 810th Motor Transport Corps.
Devick, Clarence, chief gunner's mate, Navy, U. S. S. "Leviathan."
Devine, Patrick Joseph, Training Co. No. 21, Q. M. C., Camp J. E. Johnson.
Dewan, John J., Headquarters Co., U. S. Marine Corps, Quantico.
Dewey, Walter H., Co. B, 2d Pioneer Inf.
Diamond, Joseph L.
Dibble, Horace F., wagoner, Supply Co., Inf., 71st Div.
Dickson, James Reid, Headquarters Troop, 1st Div., A. P. O. 729.
Dickson, Thomas, corporal, Heavy Art., U. S. Marine Band, Paris Island.
Diggs, E. Ross.
Dichert, H.
Dillon, James Joseph, 10th Inf., 99th Div.
Dillon, Maurice F., Co. F, Balloon Wing, Aviation Signal Corps, 90th Div.
Dimers, William Henry Jr., corporal, Art., Co. B, 102d Am. Train, 27th Div.
Diminick, Frank J., Cooks and Bakers' School, Camp Meade.
Diminick, John J., Co. D, 4th Ang., Camp Humphreys.
Dinardo, Joseph, Co. D, 345th Inf., 87th Div.
Dinardo, Raffaele, Co. C, 4th Reg.
Dinehart, George Henry Jr., 1st class private, 71st Aero Squadron, Love Field.
Dinoel, Raffaele.
Dinardo, Raffaele, corporal, Co. C, Eng.
Dinehart, Charles F., Bat. A, 309th F. A.
Dinneny, James Michael, seaman, U. S. Navy.
Dinovo, Leo, 14th Co., 4th Bat., 143d Depot Brigade, Camp Dix.
Dinowitz, John, U. S. Navy, receiving ship, at New York.
Dion, Arthur, Navy, U. S. S. "Seattle."
Dion, Ernest.
Dion, Edward H., ensign, U. S. N., Pelham Bay.
Dion, George, corporal, Supply Co., 105th Inf., 27th Div.
Dinon, Joseph E., 15th Co., 1st Div., U. S. Navy.
Dinova, Manney, 1st class private, 5th B. L. Co., 30th Div., Air Service.
Dippold, John L., corporal, Medical Corps, Washington, D. C.
Dippold, Matthew J., mess sergeant, 326th Co., Motor Transport Co., Camp Upton.
Dixon, Henry C.
Dixon, Walter.
Doakmajian, George, Co. B, 1st Bat. Inf., Brooklyn.
Dinowitz, Jacob, Navy, Upton, L. I.
Diviney, James L., 22d Pioneer Inf.
Dodd, William H. Jr.
Dodd, Robert M., 1st class private, Co. G, 359th Inf., 90th Div.
Doe, William H., Depot Brigade.
Doering, Augustus G., 1st sergeant, Co. B, 332d Tank Corps.
Doering, William H., sergeant, Co. B, 328th Inf., 82d Div.
Doherty, Thomas.
Doherty, John.
Dolan, Edward J., bugler, Co. A, 27th Div.
Dolan, John W., 34th Naval Reserve Co., 1st Reg., Pelham Bay.
Dolan, Frank.
Dolan, Robert, Co. M, 1st class mechanic, 155th Inf., 27th Div.
Dollar, Dougal M.
Dollard, Eugene A.
Dollard, Thomas V., 1st lieutenant, Inf., U. S. A.
Dolphe, Anna, nurse, U. S. A.
Dolphin, William T., 5th U. S. Cav., Fort Bliss.

Domenick, Edward, corporal, 61st Co., 6th Div., U. S. Marine Corps.
Don, Stuart M., U. S. A.
Donlon, James, Panama.
Donlon, Michael J., captain, Co. F, 44th Inf., Camp Lewis.
Donnan, James W., 1st class private, Co. G, 2d Pioneer Inf.
Dolgoff, Benjamin.
Donnelly, Henry F., 1st class private, Bat. E, Art., 78th Div.
Donnelly, James, Jr., sergeant, Hdqs. Co.
Donnelly, Stephan.
Donnelly, Thomas H., 1st class private, 309th Field Art., 78th Div.
Donohue, Cornelius J., corporal, 5th Co., U. S. Marines.
Donohue, James J., 45th Co., 5th Reg. Marines, 2d Div.
Donovan, John L.
Donovan, James, Bat. F, 105th Field Art.
Donovan, Lawrence W.
Donovan, Patrick F., seaman, Navy, U. S. S. "Rhode Island" (battleship).
Donovan, J. Edward.
Donovan, Timothy Martin, seaman, signalman, Navy, U. S. S. "Duncan."
Donovan, Thomas.
Donovan, William A., Headquarters Co., 105th Inf., 27th Div.
Dooley, John F.
Dooley, William H., Co. L, 307th Inf., 77th Div.
Doodlan Habab, Co. G, 2d Pioneer Inf., 2d Army Corps.
Dooley, Bernard, U. S. Aviation Corps.
Dooley, Claud, chief petty officer, U. S. Navy.
Doran, Leo T., Co. D, Am. Train, 6th Div.
Dore, John J., 1st class sergeant, Squadron B, Air Service, Barron Field.
Doney, Edward, Q. M. C., Fort McPherson.
Doney, Frank A., Bat. F, 33d F. A., 11th Div.
Doney, William A., sergeant, Headquarters Co., 7th Field Art., 1st Div.
Doring, Ernest, Co. D, 345th Inf., 87th Div.
Doring, Louis, 1st class private, Med. Depot, 59th Heavy Art.
Dorlon, Elias, Naval Aviation, M. I. T., Boston.
Dorlon Philip, Jr., 1st lieutenant, Co. A, 811th Inf.
Dorlan, Hartford, midshipman, Naval Academy, Annapolis.
Dormandy, Howard W., sergeant, Base Hospital Unit, Camp Upton.
Dormandy, William L.
Doucette, Joseph, Jr., 1st class private, Co. E, 17th Inf., 11th Div.
Dougherty, John J., 1st class private, Inf., Medical Corps, 27th Div.
Douglass, Edward O., 2d lieutenant, 5th Reg. Inf., Camp Gordon.
Douglas, Joseph, sergeant (supply), Co. C, 105th Inf., 27th Div.
Douglas, Milton J., saddler, Supply Co., 51st Pioneer Inf.
Dougrey, Gates M., Co. C, 11th Div.
Dorr, John J., Jr.
Dow, Harold Frank.
Dowd, George, Co. C, Inf., 2d Div.
Dowd, Henry L.
Dowd, James J., Jr., 3d class fireman, U. S. N. Convoy Service, U. S. S. "Frederick."
Dowd, Robert A., Aerial Photo Service, Rochester.
Downey, William.
Downey, James.
Downie, George, Canadian Eng., Quebec.
Dowling, William H.
Dowling, Keenan, Sanitary Det., 105th Inf., 27th Div.
Downey, James, 1st class private, Headquarters Co., 105th Inf., 27th Div.
Downs, Morris.
Downing, Arthur, G. T. C., Camp Zachary Taylor.
Downing, Nellie.
Doyle, Edward.
Doyle, John, mechanic, Inf., B. C., Hdqs. Tr. Det., State College, Albany.
Doyle, Peter J., sergeant, Bat. F, 42d Coast Artillery.
Doyle, Edward.
Doyle, Thomas, Bat. B, 58th Field Art., Camp Jackson.
Doyle, William E., seaman, U. S. Navy.
Draffin, Robert W., 3d Co., Inf., Fort Moultrie.
Drake, Eugene P., corporal, U. S. Aviation Corps, Manchester Div.
Driscoll, Andrew A., 14th Co. Inf., Gas Det., Vancouver Barracks.
Driscoll, Joseph.
Driscoll, Justin, seaman, U. S. Navy.
Driscoll, John A., 35th Inf., Eng., 1st Div.
Driscoll, Thomas J., U. S. Navy, U. S. S. "Chester."
Dronan, John J., Inf., enroute Camp Humphreys, Va.
Drusion, Lafeatte.
DuBois, Herbert W., 1st class private, 16th Service Co., Signal Corps, Fort Wood.
Duffey, Stephen E., Jr., sergeant, Co. D, 105th Inf., 27th Div.
Duff, Richard, 1st sergeant, 237th Aero Squadron.
Duff, Thomas, 2d class machinist's mate, U. S. Navy.
Duffy, Dr. E. T., 1st lieutenant, Medical Dept., U. S. Army.
Duffy, Francis C., captain, Medical Dept., 1st Div.
Duffy, Frederick H., 315th Aero Squadron.

Duffy, Guy.
Duffy, James A., 1st class private, Co. D, 303d Eng., 78th Div.
Duffy, John.
Duffy, Joseph L., Hdqs. Co., 213th Eng.
Duffy, Edmond J., master gunner, Bat. A, 66th Art., 35th Div.
Duffy, Richard, captain, Evacuation Hospital, No. 13.
Dunbar, Jerome, sergeant-major, 327th Aero Squadron.
Duncan, Charles.
Duncan, Ernest Henry, sergeant, Medical Dept., Tank Service, Gettysburg.
Duncan, Philip G., 1st lieutenant, Co. G, 375th Reg. Inf.
Duncan, William E., sergeant, Medical Dept., Tank Service, Gettysburg.
Dunvar, Charles E., 345 M. G. Co., 87th Div.
Dundon, James C., Co. C, Signal Corps, 6th Training B., Camp Meade.
Dundon, Warren.
Dunham, Warren J., 1st class private, Co. D, 105th Inf., 27th Div.
Dunn, Michael.
Dunn, James P., corporal, 341st Fire Depot, Q. M. C.
Dunn, Daniel F.
Dunn, Raymond L., seaman, U. S. Naval Reserve, Pelham Bay.
Dunbar, Charles A., 1st class private, Bat. B, 12th Field Art., 2d Div.
Dunn, John J., Co. A, 17th Inf., 11th Div.
Dunn, Joseph, Inf., Camp Devens.
Dunn, J. B., corporal, 342d Guard and Fire Co., Army Reserve.
Dunn, R., seaman, U. S. Navy, Pelham Bay.
Dunne John J., Co. A, 17th Inf., 11th Div.
Dunton, Harry,
Dunnigan, Edward, Co. C, 105th Inf. 27th Div.
Dupuis, Herman, 340th Inf., Camp Merritt.
Dupuis, Philip S., Bat. E, 309th F. A., 78th Div.
Dusenberry, Roy.
Duffy, Charles F., 51st Pioneer Inf.
Durnam, James Francis, 10th Co. Inf., Camp Wheeler.
Durr, Carl Benedict.
Durrah, Joseph F., 1st sergeant, 15th Service Co., Signal Corps.
Durocher, Lawrence J., 2d Co., Q. M. C., Camp Meigs.
Durrick, Harry T., 1st class private, Bat. B, 34th F. A., 12th Div.
Durivage, Edward J.
Dusenbury, Leroy, U. A. A. Hosp. No. 31.
Dutcher, Albert, sergeant, U. S. A.
Duglas, Charles G., 1st class private, Ordnance Dept., 1st Div.
Dworsky, Abraham, 1st class private, Co. E, 30th Inf., 3d Div.
Dwyer, Edward, 1st class private, Headquarters Co., 105th Inf., 27th Div.
Dwyer, John J., sergeant, S. C., 105th Inf., 27th Div.
Dwyer, James T., corporal, Bat. D, 7th Reg. H. A., Camp Jackson
Dwyer, Joseph, captain, Billoting and Supply Det., Camp Dix.
Dwyer, Thomas H., Headquarters Supply Co., Ordnance Corps, Syracuse.
Dyer, Bradford E., Co. B, Ammunition Train, 58th C. A. C., Fort Adams.

Eccleston, George.
Egolf, Clarence.
Egan, John
Eichler, Henry R.
Eagle, Charles P., 2d class mate, U. S. Navy, Pelham Bay.
Eagle, Thomas J., Jr., corporal, Co. C, 105th Inf., 27th Div.
Eaton, Joseph, corporal, Co. L, 61st Div.
Eglol, Clarence B., Co. F, 102d Ammunition Train, 27th Div.
Eates, Frank, Co. D, 105th Inf., 27th Div.
Eaton, Livingston, corporal, Co. A, 105th Inf., 27th Div.
Eccleston, George H., Jr., 1st class private, Co. A, 347th Inf., 87th Div.
Edelstein, Ellis.
Eddy, Russell, sergeant, Co. A, 14th Railway Eng.
Edmiston, Clarence S., 1st Casual Co., Coast Art. Corps, Coast Art. School, Fortress Monroe.
Edwards, Harry, sergeant, Bat. B, 5th F. A., 1st Div.
Edwards, Samuel, Co. D, 105th Inf., 27th Div.
Eyclesheimer, Ralph W.
Eisenhart, Carl E., 92d Aero Squadron, Air Service Army, associated with Eng. coast defense.
Evers, Joseph F., Eng coast defense.
Ellenwood, Lester D., 1st class private, Medical Reserve Corps.
Eldswith, George.
Elmond, William H., 62d Eng Corps.
Enfield, Ellerson Victor, Jr., Co. A, 2d Pioneer Inf., 2d Army Corps.
Enfield, Frederick V., Co. D, 209th M. G. Bat., 78th Div.
English, George Edward, Headquarters Co., 105th Inf., 27th Div.
English, J. J., Dr., captain, Med. Corps, U. S. A.
Engwer, Conrad.
Erb, Francis Dean.
Eriksen, Andrew C., sergeant, 1st line, 23d Inf., Co. E, 2d Regulars.
Eriksen, George G., 15th Co., 152d D. B., Camp Upton.
Esterby, Frederick.
Etoll, Michael, Quartermaster's Corps, Camp Wheeler.

Etue, George Edward, 1st class private, 33d Balloon Co., Air Service, Post Field.
Etue, William J., 2d lieutenant, 340th Guard and Fire Co., 5th Prov. Bat., Q. M. Corps, Camp Merritt.
Evans, James Joseph, Co. D, 245th Inf., 87th Div.
Evans, George, corporal, Bat. B, 349th Art., 92d Div.
Eveline, Harry J., Ambulance Corps.
Eveline, John S., Co. I, 23d Engineers, Honduras, C. A.
Ewing, Robert, Jr.
Evers, James F., sergeant, Co. I, 303d Inf., 76th Div.
Evringham, Charles E.
Everton, William G., 1st class private, Machine Gun Co., 87th Div.
Evers, Stephen.

Fahl, Frederick C., 1st class private, 308th Aero Squadron, Air Service.
Fahl, William P., Headquarters Co., M. G.
Faist, William C., 307th Field Hospital.
Fake, William D.
Fake, Walter Ernest, corporal, Co. C, 105th Inf., 27th Div.
Fall, Fred.
Fales, Myron Sturtevant, sergeant, Headquarters Co., Intelligence Dept., 105th Inf., 27th Div.
Faist, Edward.
Faist, William.
Falle, William C., captain, Co. C, 301st Stevedore Reg., Rainbow Division.
Ferrawosco Genaro.
Ferra, John.
Flaherty William.
Farrell, Edward.
Farley, Emerson C., Co. M, 22d Inf., Fort Jay.
Farrell, Thomas.
Ferguson, Hugh.
Ferris, James.
Farr, Frank D., 2d class quartermaster, merchant marine.
Feley, David P.
Feeney, Sylvester.
Flubacker, William Henry, Co. A, Motor Transport Ithaca.
Fidelis, Joseph.
Fieri, Joseph.
Flynn, Leo Aloysius, seaman, Navy, U. S. S. "De Kalb" (Transport Service).
Filippis, Joseph H.
Flynn, Howard Joseph, Co. F, Inf., Syracuse University.
Finnegan, John J.
Flynn, Michael, Co. C, Prov. Inf., Adjutant General's Dept., Washington, D. C.
Flynn, William J., sergeant, Co. C., 105th Inf., 27th Div.
Flynn, William J., captain, staff officer, General Headquarters.
Flynn, Henry K., lieutenant, Machine Gun Bat., Camp Hancock.
Flynn, William L., Co. C, 70th Eng., Fort Harrison.
Flessas, Harry.
Fischer, Henry G.
Fogarty, Edward J., sergeant, Co. G, 32d Inf., San Diego.
Follett, Burton M., 1st class private, Bat. A, 56th Reg. Heavy Art, 1st Army, 31st Brigade.
Follett, Byron C., Co. E, 25th Eng., 1st Army.
Follett, John R. W., cook, Co. C, 104th Inf., Am. Trans., 28th Div.
Foley, David P.
Foley, William.
Foley, James Joseph, Jr., 2d class seaman, Navy, U. S. S. "Von Steuben."
Foley, William J.
Fones, Louis E., 1st class private, Co. A, 105th Inf., 27th Div.
Ford, Dennis Aloysius.
Ford, Blakeman, corporal, Co. A, 105th Inf., 27th Div.
Forsyth, Arthur Wheeler.
Foster, Leroy, corporal, Bat. F, R. A. R.
Foreman, Edward A.
Fountain, William Victor, Med. Corps, Base Hospital, No. 90.
Foster, George Knauff.
Fox, Charles J., 32d Machine Gun, 11th Div.
Fox, George P., sergeant, signal Dept., 344th Bat., Tank Corps.
Fox, Henry Anthony.
Francis, John Morgan, candidate officer, Art., Camp Zachary Taylor.
Francis, John, Bat. B, F. A. R. D., 7th Reg., Camp Jackson.
Francis, Norman James, 3d class quartermaster, U. S. Navy, Newport.
Francis, William M., 2d lieutenant, Heavy Artillery.
Francisco, Clyde H., ordnance sergeant, 102 M. O. R. S., 27th Div.
Franco Eugenio, Co. F, Inf., 23d Div., Camp Upton.
Franke, William S.
Frazier, John T., Co. E, Inf., 27th Div.
Frazier, Timothy J., Co. F, 2d Pioneer Inf., Poland.
Frayer, Frank, Ordnance 2d Co., 5th P. O. D. Bat., 1st Reg.
Fifield, Clarence E.
Fitzgerald, Joseph, sergeant, Co. D, 105th Inf., 27th Div.
Fitzgerald, John Joseph, sergeant, Co. C, 13th Reg. U. S. Marines, 5th Marine Brigade.
Fitzgerald, Harry P.
Fitzgerald, Thomas, 58th Art., Medical Corps, C. A. C.
Fitzsimmons, William F., Co. D, 304th Inf., 76th Div.

Fitzgibbons Thomas J., corporal, Co. H, 71st Inf., 11th Div.
Fitzpatrick, Earl B., 156th Depot Brigade, Camp Jackson.
Fitzpatrick, James J., Co. B, 347th Inf., 87th Div.
Fitzsimmons, Joseph J., Troop K, Cav., 3d Div.
Fivel, Abraham, supply sergeant, Troop K, Cav., 3d Div.
Fivel Benjamin machinist Co. C, 105th Inf., 27th Div.
Fivel, Joseph, 2d class machinist, U. S. Navy, Pensacola.
Fivel, Samuel, Inf., Camp Meade.
Flack, Clifford C., 1st class private, Machine Gun Co. A, 17th M. G. Bat., 6th Div.
Flaherty, Rausim D., Navy, Mine Sweeping Division, U. S. S. "Finch."
Flanery, Richard.
Flanery, James J., Headquarters, 345th Inf., 87th Div.
Flanery, John S.
Flanigan, Peter F., 18th Co., 5th Reg. U. S. Marines, 2d Div.
Flanigan, Edward W.
Flanigan, John, seaman, Navy, U. S. S. "Wilhemina."
Flanigan, Patrick, clerk, U. S. Navy, Brooklyn Navy Yard.
Flanigan, William J., motor mechanic, Air Service, England.
Flannery, Thomas.
Flannigan, Thomas, Bat. D, 58th Field Art.
Flannigan, Rev. Thomas A., chaplain, 30th Inf., 3d Div.
Fleming, George D., sergeant, Mobile Hospital No. 8, Med. Dept.
Flemming, Harry E., Co. L, 39th Inf.
Fletcher, Charles.
Fletcher, Ernest, Co. C, Depot Brigade, 27th Div.
Fletcher, James F., 45th Co., 5th Reg. U. S. Marines.
Fletcher, William A., lieutenant, 54th Pioneer Inf.
Flinton, Kenneth J., Bat. F, 19th F. A., 5th Div.
Florian, Paul A., Jr., captain, Headquarters Co., 105th Inf., Intelligence Section, 27th Div.
Flynn, Charles J.
Flynn, Maurice J.
Fifield, Clarence Edward, 2d class machinist's mate U. S. N. E., Navy, Pelham Bay and Charleston.
Filkins, John J., 1st class machinist's mate, Naval Aviation, Ships Co., Hampton Roads.
Finder, William, 2d lieutenant, Inf., Camp Lee.
Finkle, Leon A., corporal 23d Co. Inf., 153d Div.
Finley, Frank, Co. E, 345th Inf.
Finley, Philip, A. Co. D, 345th Inf.
Finn, Donald S., 2d class pharmacist's mate, 1st Co., Navy, Div., Perth Amboy.
Finn, Frank R., 49th Co., 5th Reg. U. S. Marines, 2d Div.
Finn, Joseph W., Inf., Co. H, 6th Div.
Finn, James, Co. D, 312th Inf.
Finn, James Henry, 1st class seaman, Navy, U. S. S. "Kimberly."
Finn, Joseph, Co. H, 53d Inf., 6th Div., (Reg.)
Finn, William John, seaman, Navy, U. S. S. "Leviathan."
Finnan, Thomas A., 1st class engineman, U. S. Navy, Transport "Utah."
Fisher, Alec, Co. G, 2d Pioneer Inf.
Fisher, Fred J., 1st class Q. M., Navy, U. S. S. "Pennsylvania."
Fisher, George H., 3d class quartermaster, Navy, U. S. S. "Illinois."
Fisher, Henry B., Co. C, Inf., 27th Div.
Fisher, Oliver L.
Fischer, Raymond R., Co. B, 323d Machine Gun Bat., 1st Army.
Fisher, Henry R., wagoner, Co. C, 105th Inf., 27th Div.
Fisher, Thomas W., Jr., 1st class quartermaster, Navy, U. S. S. "Maine."
Fitzgerald, Edmund S., sergeant, Reserve Co., Heavy Art., Fortress Monroe.
Fitzgerald, Frank J., 1st lieutenant, Troop F, Cavalry, Texas.
Fitzgerald, Edward H.
Fitzgerald, Edward L., flight lieutenant, 22d Aero Squadron, Air Service, Pioneers.
Fitzgerald, Harry Peter, flight lieutenant.
Fitzgerald, Joseph L.
Fitzgerald, John A., lieutenant, Co. D, 34th Inf., 87th Div.
Fitzgibbons, William.
Fitzgibbons, Thomas.
Farrell, John J., Headquarters Co., 105th Inf., 27th Div.
Fanigan, Patrick J.
Farrell, Arthur, Sanitary Train, Field Hospital Co., 105th Inf., 27th Div.
Farrell, Edward M., 1st class private, Intelligence Co., Army Radio Section, 1st Army Div.
Farrell, Edward J., U. S. Navy.
Farrell, Gerald, lieutenant, Inf., Hdqs. Co., W. S., American Lake, Wash.
Farrell, John J., horseshoer, Headquarters Co., 105th Inf., 27th Div.
Farrell, John Joseph, 1st class private, Co. A, 105th Inf., 27th Div.
Farrell, John H., corporal, Co. A, 105th Inf., 27th Div.
Farrell, Robert H., Co. C, 52d Pioneer Inf., 602d Eng.
Farry, Philip H., 1st class private, 24th Co., Signal Corps, Newport News.
Fahrenkoph, Frank, 1st class private, Co A, 357th Inf., 87th Div.

Fahrenkoph, Joseph V., sergeant, Co. F, 328th Inf., 82d Div.
Favreau, Armand C., Co. C, U. S. Engineers, Fort Leavenworth.
Fay, James D., 1st sergeant, Co. D, 105th Inf., 27th Div.
Feathers, Leonard C., ensign, U. S. Naval Aviation, Pelham Bay Air Station.
Feathers, Russell S., Co. A, Inf., 50th Div.
Feehan, John A., 1st class private, Co. G, Inf., 71st Div.
Feehan, Joseph A., 1st sergeant, 116th Aero Squadron, Air Service, Southern Field.
Fekula, Vladimir, lieutenant, Coast Artillery, U. S. A.
Fellows, Haynes Harold, 1st lieutenant, Base Hospital, Med. Corps, N. Y. City.
Fennelly, John Lawrence, Medical Dept., Fort Caswell.
Fennelly, Philip Marcus, Co. B, Canadian.
Ferguson, ———, corporal, Washington, D. C.
Feyl, J. William, 1st Army Corps.
Field, Peter, Navy, U. S. S. "Oklahoma."
Fields, Frank, Co. C, 105th Inf., 27th Div.
Fields, Michael, 1st class private, 81st F. A., 8th Div.
Fiet, Chester W., 175th Co., 14th Reg., U. S. Marine Corps.
Flynn, Henry K.
Francis, John M., Artillery School, Camp Zachary Taylor.
Franklin, John.
Franklin, Leroy, Co. D, 105th Inf., 27th Div.
Frayne, George H. B., sergeant, Army Bat., Observation Service.
Fredericks, Edward E., 1st class private, 305th Guard and Fire Co., Q. M. Corps, Bush Terminal, Brooklyn.
Frapers, George.
Frazee, Norman N.
Fredericksen, Hans, Jr., 1st class private, Co. B, 29th Reg. 1st Engineers, 42d and 2[illegible]th Divs.
Freeman, Edward H., 2d class seaman, Naval Reserve, Pelham Bay.
Freeman, John W.
Freeman, Henry R., Jr., lieutenant-colonel, 337th Field Art.
Freeman, Jonathan W.
Freeman, Theodore H., Co. D, 106th Machine Gun Bat., 27th Div.
Freemantle, William, Co. H, 154th Dep. Brigade, Camp Meade.
Freedham, John, Co. G, 105th Inf., 27th Div.
Freedman, Alfred J., U. S. Naval Aviation Corps.
French, Francis N., 1st class private, Co. C, 105th Inf., 27th Div.
French Agatha C., Marine Corps Headquarters, District of Syracuse.
French, Francis H., 1st class private, 27th Div.
Frommann, Milton Herman, Colgate, Chemical Warfare.
Frommann, Lester N., 1st class private, Bat. E, 36th Reg. Field Art., 12th Div.
Frost, Edward F., Jr., 1st class private, Co. I, 161st Inf., 41st Div.
Frost, John B., corporal, Co. I, 161st Inf., 41st Div.
Fuhrman, Peter J., 1st class private, Med. Dept., (Reg. Army), Laboratory Technicist, Washington.
Fuller, Sanford C., 1st sergeant, Co. C, 317th Field Sig.
Furlong, William E., Co. B, 311th Inf., 78th Div.
Fusco, John, 23d Co., 154th D. B., 6th Div., Camp Meade.

Gaffunder, William.
Gabriel, Frederick, Bat. B, 36th F. A., 12th Div.
Gaffey, John J.
Gaffney, James J., Co. I, 346th Inf., 87th Div.
Gage, Truman W., 2d class M. J., Naval Reserves, Pelham Bay.
Gagen, Edward T., 105th Inf., Sanitary Dept., 27th Div.
Gall, Fred.
Gallagher, Dennis, corporal, Co. H, Inf., Newark.
Gallagher, Joseph J., wagoner, Co. C, Inf., 27th Div.
Gallagher, Martin J., 1st class private, Machine Gun, Inf., 87th Div.
Gallo, Frank.
Gallo, Thomas, 25th Co., Inf., Fort Slocum.
Gallo, Joseph.
Gallo, Raimondi.
Gallotta, Joseph.
Galusky, Joseph Paul, Co. H, 71st Inf., 11th Div.
Galvin, Thomas J., corporal, Pioneer Inf., Army of Occupation.
Gamble, William Philip.
Gannary, Theodore.
Gannon, Frank.
Gapp, Joseph F., sergeant, Machine Gun, 81st Div.
Garbett, Frank.
Garbett, Harry T., Co. E, 303d Engineers.
Gardner, Edward Charles, Co. H, 71st Inf., Lafayette Div., Camp Meade.
Gardner, Florence Bishop, canteen worker, American Red Cross Canteen, Paris, France.
Gardner, Louis A., corporal, 147th Reg. Signal Bat., U. S. Marines.
Gardner, Joseph C., Co. D, 105th Inf., 27th Div.
Gareau, Alfage, Art., Bat. E., 309th H. F. A.
Garneau, Alfred J., Bat. E, 309th Reg., 78th Div.
Garrett, John F., Co. C, 105th Inf., 27th Div.
Garrity, John, 1st class sergeant, Aero Squadron, Taylor Field.

Garrity, Joseph O., 3d Aero Squadron, 82d Div.
Garrity, Patrick, 1st sergeant, 6th Aero, Air Service, Brookfield, Texas.
Gashogran, Frank.
Garvey, James, corporal, Co. F, 38th Inf., 77th Div.
Gaskins, James.
Gates, George Thomas, yeoman, U. S. Navy, Newport.
Gates, Arthur A.
Gary, George D., Co. A, Ordnance, Aberdeen Proving Grounds.
Gath, Vincent S., Co. F, 42d Inf., 12th Div.
Gatto, Vincent, Co. F, 42d Inf., 12th Div.
Gaul, Fred H.
Gaunay, Theodore J., Co. A, 3d Inf.
Gaughan, Frank.
Gauthier, Ellsworth J., sergeant, Motor Transport Corps No. 975, Camp Upton.
Gavin, Frederick W.
Gavin, Jeremiah.
Gaynor, Harry J., regimental supply sergeant, Supply Co., 105th Inf., 27th Div.
Gaynor, John Joseph, 2d class quartermaster, U. S. Navy, Charleston.
Gaynor, Peter J., 1st class private, Co. H, Lafayette Div., Camp Meade.
Geary, Frank J.
Geary, John A., sergeant, Co. A, 105th Inf., 27th Div.
Geary, John J., 11th Construction Aviation Corps.
Geary, William A., 4th Co., U. S. Navy Coast Guards, Sea Gate.
Geddis, William J., Co. F, 345th Inf.
Geiser, Albert, 2d lieutenant, Co. M, 30th Inf., 3d Div.
Geiser, Gustav, sergeant, 105th Inf. Band, 27th Div.
Gent, George W., Co. A, 2d N. Y. Inf., National Guard.
Gentner, William J.
Gentus, Frank.
Geoghan, Walter F., corporal, Co. B, Motor Trans. Corps, Instructors Div. No. 2, Camp Johnston.
Godbey, George A.
Geraldi, Theodore, 1st class private, Co. A, 106th Supply Train, 31st Div.
Germain, Joseph, 312th Ambulance Co., 78th Div.
Germain, Ralph J., 23d Co., 152d Depot Brigade.
Gerrish, Thomas M., sergeant, Headquarters Co., Engineers, 6th Corps.
Gervals, Leon, Co. F, 1st Pioneer Inf., Corps Troops.
Gibbons, Arthur.
Gibbs, C., wagoner, 2d Bat., 151st Depot Brigade.
Gibson, Walter, sergeant, 303d Eng.
Gieger, Louis J., 1st class private, Quartermaster Corps, Fort Du Pont.
Gifford, Clayton L., 1st lieutenant, N. C., 21st Eng., (L. R.), Medical Corps.
Gilusky, Joseph.
Giles, John E., 1st class private, 2d Pioneer Inf., Section 101, 26th Div.
Gillick, Charles F.
Gillespie, George H., q. m. sergeant, U. S. M. C., Paris Island.
Gillespie, Paul D. C.
Gillett, Ransom H., major, 106th Reg., 27th Div.
Gilroy, Charles H.
Gilligan, John W., corporal, Bat. D, Art., 28th C. A.
Gillon, Alexander.
Gilligan, William F., fireman, U. S. Coast Guard.
Girandi, Henry T.
Gingold, Samuel, sergeant, medical, 308th Field Art., 78th Div.
Gindon, Julius.
Glasco, Michael, cook, 7th Baker's Dept.
Glass, John F., Co. D, 105th Inf., 27th Div.
Gleason, William C., Headquarters Co., 346th Inf., 87th Div.
Gleich, Andrew L., mechanic, Co. H, 71st Inf., 11th Div.
Gleich, Fred J., Navy, U. S. "Graff Waldersee."
Glominski, John A., 1st lieutenant, Co. H, Engineers, Div. Bat. No. 2, Camp Humphreys.
Glover, Earl A.
Glynn, Joseph, Co. C, 105th Inf., 27th Div.
Gnest, Alfred J.
Goetz, Herman V., Machine Gun Co., 71st Div.
Gale, Harold DeF., 2d lieutenant, Air Service, Payne Field.
Godson, Joseph J., captain, Hospital Unit No. 85, Med. Corps, U. S. A.
Godson, William J., sergeant, Bat. F, 16th Reg., F. A., A. E. F.
Goerold, Charles A., Jr., 1st class cook, Co. H, 71st Inf., 11th Div.
Goerald, Louis W., seaman, U. S. Navy.
Goerald, Walter W., Glenwood Headquarters Co., 6th F. A., 2d Bat.
Goetz, Frank J., 1st lieutenant, 73d Bat., Medical Corps, Fort Ontario.
Goetz, Jacob A., Co. C, 2d Pioneer Inf.
Goewey, James C., Co. A, 105th Inf., 27th Div.
Goldberg, Samuel, 1st sergeant, 321st Motor Transport Corps, R. V. Co.
Goldberg, Morris.
Golden, Edward W., ensign, Navy, U. S. Tug No. 23.
Golden, John G., corporal, Headquarters Co., 5th P. I., Troops Corps, Camp Wadsworth.
Goldstein, Abraham, bugler, U. S. Navy, Pelham Bay Naval Station.
Goodham, Walter F.
Goodman, John.

Goodwin, John A., U. S. Army Ordnance Dept., Watervliet Arsenal.
Goodrich, Waldo Earl, sergeant, Co. A, 105th Inf., 27th Div.
Goodsonzian, John, Supply Co., 105th Inf., 27th Div.
Goolozian, Mesrob.
Gorman, Edmund J., mechanic, Co. D, 105th Inf., 27th Div.
Gorman, Edward.
Gordon, Myron J., musician, 301st Art., 1st Army Corps.
Gootshalk, Leo Albert, 1st class private, Supply Co., Inf.
Gordan, Edward K., Co. R, 13th Reg., U. S. Marine Corps.
Gordon, Irving, sergeant, Co. G, 2d Pioneer Inf.
Gordon, Jacob.
Gorman, Edward, 1st class fireman, British Navy, R. Reserve.
Gordon, Saul C.
Gorman, Edward, mechanic, Co. C, 105th Inf., 27th Div.
Gorman, John T., Co. A, 43d Machine Gun Bat., Houston.
Gorman, William, 1st class private, Co. I, 308th Inf., 77th Div.
Gorvie, Clarence Whitefield.
Gorman, Henry, corporal, 43d Co., 5th Reg., U. S. Marines.
Gorsk. Anthony.
Gorsky, Joseph J., U. S. Navy, U. S. S. "Bridgeport."
Gorteaux, Louis G., sergeant, 1st Army Headquarters.
Goshgagarian, Masrop, 1st class private, Co. C, 52d Inf., 34th Div.
Goyetter, Ernest N., private, Co. D, 366th Machine Gun Co., Camp Cody.
Grady, James J.
Grauffunder, William, seaman, Navy, U. S. S. C. No. 50.
Graham, James D., lieutenant, 110th Inf.
Graham, John W.
Graham, Paul S., 2d lieutenant, Flying Corps, U. S. Aviation Service.
Graham, Walter.
Graham, William A., Co. A, 2d Pioneer Inf.
Grant, LeRoy F., Art., Depot Brigade, Camp Jackson.
Grant, Thomas N.
Grant, LeRoy, Co. B, 7th Reg. H. F. A.
Graffunder, Edward H.
Graser, Charles W., Q. M. C. Det. zone supply officer.
Grasso, Benjamin, Co. B, 51st Pioneer Inf.
Grathwol, Albert A., sergeant, 105th Inf., Sanitary Detachment, 27th Div.
Grathwol, Henry J., 1st lieutenant, 104th Eng., 101st Div.
Gratton, E. G., Co. C, 2d Pioneer Inf.
Gratton, Edward J., Co. C, 2d Pioneer Inf.
Gratton, Fred R., 1st class private, Co. H, 71st Inf., 11th Div.
Gratton, Henry O., 40th Co., Inf., Camp Wheeler.
Gray, George.
Gray, Harold J., 1st class seaman, U. S. Navy, Philadelphia Navy Yard.
Gray, James F., 2d class seaman, U. S. Navy, Pelham Bay.
Gray, Valentine, 1st class private, Headquarters, Squad C, Flying School Det., Fort Worth.
Gray, Vivian, M. C., Bat. C, 302d F. A., 76th Div.
Green, Albert H., 3d class radio electrician, Navy, U. S. S. "Arizona."
Green, Millard E., Co. C, 105th Inf., 27th Div.
Greer, Phoebe Latimer, nurse, Army Nurse Corps, Lellerman General Hospital, San Francisco.
Gregorian, Arettis A.
Greenblath, Abraham, 1st class machinist's mate, U. S. Navy, Charleston.
Greiss, Henry.
Gregg, Lawrence F., sergeant, 3d Co., Art.
Gregg, Thomas J.
Gregware, James A., Co. D, Inf., Sunset Div.
Greggware, Joseph.
Grennan, Mathew L.
Grenier, Philip Joseph, Inf., Camp Humphreys.
Gress, William J.
Gress, Henry J., 1st class private, Co. A, 147th Inf.
Griffa, Michael Andrew, seaman, Navy, U. S. S. "President Grant."
Griffin, Arthur L.
Griffin, Cornelius F., Co. M, 326th Inf.
Griffin, Charles E., Co. D, 105th Inf., 27th Div.
Griffin, David F., ship fitter, Navy, U. S. S. "Pocahontas."
Griffin, Dennis, quartermaster, U. S. N.
Griffin, Frederick V., 1st class private, Co. G, 105th Inf., 27th Div.
Griffith, Joseph.
Griffith, Richard S.
Griffin, Gerald J., corporal, Co. B, 23d Inf., Regular Army.
Griffin, Raymond F., 112th Ambulance Co., 28th Div.
Griggs, Algernon, Co. D, 345th Inf., 87th Div.
Groom, Albert DeWitt, 105th Inf., Hospital Corps, 27th Div.
Groom, Albert M.
Groom, William M., Jr., Co. I, 61st Inf., 41st Div.
Gross, Milton.
Gross, Walter Woolf, ensign, U. S. Navy, Officers' School, Cambridge.
Grimmick, John Joseph, Bat. E, 309th Heavy Field Art., 78th Div.
Grummick, John.
Grummick, Edward.
Guertin, Albert, 1st class private, 219th Military Police Corps.

Guertin, Charles D., Co. B, 24th Bat., O. A. R. D., Heavy Field Art.
Guest, Alfred J., Vet. Hosp., No. 10.
Guilbo, James J.
Guifoyle, Hugh F., Headquarters Co., 3d Reg., Camp Hill.
Guillo, James J., Co. C, 105th Inf., 27th Div.
Gullen, Alexander S., 1st class private, Co. D, 345th Inf.
Gumolds, Samuel.
Gundrum, Frank Edward, Co. A, 2d Pioneer Inf.
Gusty, Herman F., Co. D, 345th Inf., 87th Div.
Guy, Francis J., corporal, Coast Artillery Corps, R. O. T. C.
Guy, Lewis E., 2d Army Service Corps.

Haberman, William M., sergeant, Ordnance Dept, American Base Depot.
Haight, Frank, sergeant, Remount St., 105th Inf., 27th Div.
Hakes, Elton, sergeant, Chemical Warfare Service, Astoria.
Hakes, Everell, M. O. R. S., 5th Corps, Artillery.
Hales, Charles Frederick, Machine Gun Co., 345th Inf., 87th Div.
Haley, Charles.
Haley, John D., 1st class private, 55th Co., 5th Reg., U. S. Marine Corps.
Hall, Charles.
Hall, Edward, lieutenant, (J. G.), Engineers, U. S. Naval Reserves, U. S. S. "Besoek."
Hall, James Edward, 2d class quartermaster, Aviation.
Hall, Glen A., Co. C, Inf., 78th Div.
Hall, Richard, Co. C, 61st Inf., 78th Div.
Hall, William, Co. G, 52d Pioneer Inf., 5th Army Corps.
Halley, Douglas Gano, 1st lieutenant, Motor Repair Shop Unit, 329, Motor Transport Corps, Camp Holabird.
Halley, Erskine, captain, U. S. A.
Halligan, Edward J., corporal, 498th Aero Cons. Squadron, 1st American Army.
Halligan, Nicholas J., Jr., 8th Co., Art., C. A. C., Fort Dupont.
Halloran, Dennis Joseph, General Military Service, Troy, N. Y.
Halpin, Edmund.
Halmin, John D.
Halse, Charles F., Co. M, 161st Inf., 41st Div.
Hamm, Warren C., Army.
Hamm, Herbert DeFreest, ensign, Pay Corps, Navy, receiving ship at N. Y.
Hambrook, Augustus Joseph, captain, Medical, 46th Co., 9th Div.
Hammond, Alexander.
Hamil, John D., mechanic, Co. D, 16th Inf., 1st Div.
Hamit, John, mechanic, Co. D, Inf., 1st Div.
Hammer, Charles Joseph, wagoner, Supply Co., 105th Inf., 27th Div.
Hanaway, Edward F., Bat. C, 6th Reg. Field Art.
Hanaway, James Thomas, Co. G, 102d Am. Train, 27th Div.
Hanaway, J. Dewey.
Hanaway, Thomas Joseph, Bat. C, 149th Field Art., 42d Div.
Haner, Donald J., 1st class engineman, Navy, U. S. S. "Kentucky."
Hancox, Fred, Aviation, 321st Aero Squadron.
Hancox, Carmon D., 1st class seaman, U. S. Naval Reserve Force, U. S. Armed Draft Detail Div., Brooklyn Navy Yard.
Handy, Harry W., 1st lieutenant, Headquarters Co., 105th Inf., 27th Div.
Hank, Fred.
Hanken, Samuel, 1st class private, Bat. D, 65th C. A. C.
Hanken, Joseph M., sergeant, Co. B, 14th Eng., 1st Div.
Hanlon, Daniel.
Hanlon, George A., 1st class private, Co. C, 105th Inf., 27th Div.
Hanlon, Walter S.
Hanlon, William.
Hanlon, Charles E., Co. C, 105th Inf., 27th Div.
Hanlon, John J., corporal, Co. C, 312th Inf., 78th Div.
Hanlon, William Joseph, Engineers Corps.
Hanna, Frank J., 2d class seaman, U. S. Navy, Seaman Guard Co., Bay Ridge Barracks, Brooklyn.
Hanna, F. Rogers.
Hannigan, William F., coxswain, U. S. Navy.
Hansbury, George F., Troop B, 6th platoon, 8th U. S. Cav.
Hansen, Charles, cook Inf., 53d Brigade Headquarters, 27th Div.
Hansen, Frank C., corporal, Co. B., Inf., 153d D. P., Camp Dix.
Hansen, Herbert J., corporal, 21st Eng.
Hansen, William.
Hansen, John W., Co. M, 4th Bat., 23d Eng.
Hanrahan, William J.
Harbordt, Charles E., sergeant, Bat. C, 7th Reg., F. A., F. A. R. D. Div.
Harden, Joseph A., seaman, Navy, U. S. S. "Promitheus."
Hardy, Roswell E., captain, Co. F, Inf., 13th Div.
Harley, Daniel.
Harper, Edward W., Co. D, Inf., 27th Div.
Harper, Walter N., sergeant, Headquarters Co., 345th Service Bu.
Harrigan, Clifford J., Co. A, Army, Suspension Bridge, N. Y.
Harrington, Joseph F., 50th Co., 3d Reg., U. S. Marines.

Harris, Flora, nurse, U. S. A., Camp Upton.
Harris, Rose D., nurse, Base Hospital No. 16, Camp Devens.
Harris, Samuel, corporal, 96th Co., 25th Bat., Camp Syracuse.
Harris, William A., 1st class engineer, U. S. Navy.
Harris, Benjamin, sergeant, Co. C, 105th Inf., 27th Div.
Harris, David.
Harris, Louis, Co. C, 26th Inf., 1st Div.
Harris, Max.
Harrison, Edgar, 1st class private, Co. G, Inf., 367th Reg., 92d Div.
Harrison, James A., farrier, Veterinary, Base Vet. Hospital No. 1.
Hart, Charles L.
Hart, Edward.
Hart, John Joseph.
Hart, Joseph P., 14th Co., Coast Art., 2d Div.
Hart, John E.
Hart, William C., corporal, Co. H, 71st Reg., 11th Div.
Hartman, Frank.
Harthorne, Harry, sergeant, Co. C, 105th Inf., 27th Div.
Hartmann, George, sergeant, Co. A, Anti-Aircraft Machine Gun, 2d Brigade.
Hartnett, John Joseph, Machine Gun Co., 72d Inf., 11th Div.
Hartnett, Patrick, sailor, U. S. Navy, subchaser 54.
Harvie, Peter Lyons, captain, 5th Ambulance Co., Med. Dept., 3d Div.
Harwood, William A., corporal, Co. H, 71st Inf., 11th Div.
Hastings, Frederick.
Hastings, William H., 1st class private, Headquarters Co., Inf., 27th Div.
Hatcher, Thomas, 1st class private, Co. D, 2d N. Y. Inf.
Harvey, John Eldon.
Harvey, John J., 1st sergeant, Bat. C, 32d Reg., Coast Art.
Hatcher, Thomas.
Hassall, R. W., pattern maker, U. S. Naval Gun Factory.
Hasson, Charles.
Hasslinger, Edward.
Hattington, Arthur.
Hayden, Frank J., Co. D, 106th Inf., 27th Div.
Hayes, James, Co. D, 105th Inf., 27th Div.
Hayes, Raymond John, sergeant, Machine Gun Co., 347th Inf., 87th Div.
Hayes, John J., officer, U. S. S. "Oregon," Navy, A. E. F. C. P.
Hawley, Harry.
Hayes, Michael, Watervliet Arsenal.
Hayes, Thomas, Jr.
Hayes, William, 1st class private, Co. C, 604th Eng., 1st Army.
Hayes, William F., Co. D, 105th Inf., 27th Div.

Hayner, Walter L., 1st class private, Wagon Co., Q. M. C., 308th Remount Dept
Hays, Martin.
Head, Charles F., sergeant, Bat. D, F. A. R. D,. Camp Jackson.
Healy, John J., Med. Corps, U. S. Gen. Hospital No. 6, Fort McPherson.
Hearne, Daniel Joseph, Co. M, 105th Inf., 27th Div.
Hayner, Fred R., gunner's mate, Navy, U. S. S. "Wyoming."
Haywood, John.
Hazarian, Haring.
Head, Benjamin Leo, 1st class mechanic, U. S. Navy.
Head, Charles Francis, sergeant, Bat. D, 7th Reg., Field Art.
Healy, Charles F.
Healey, Francis A., 2d lieutenant, Headquarters Co., 303d Inf., 76th Div.
Healey, George J., Co. C, Inf., 77th Div.
Healey, John Joseph, Laboratory Service, Sanitary Corps, Fort McPherson.
Healy, Alfred.
Healy, William G., 2d class seaman, U. S. Navy, Bensonhurst.
Healy, Leo.
Hedges, Leon D., 146th Machine Gun Co. and 164th Railway Trans. Corps.
Heenan, Fred J., 2d lieutenant, Machine Gun Co., Lafayette or 11th Div.
Heenan, Ford Joseph, lieutenant, physical instructor and Bayonet Training School, Camp Gordon.
Heenan, Francis J., 1st class private, Machine Gun Co., 11th Div.
Heenan, Joseph.
Heffner, Edward V., Cavalry Headquarters Troop, 1st Cav., 15th Div.
Heffner, Harvey W., 1st class fireman, Navy, U. S. S. "Olympia."
Helwig, John N.
Hegaman, Garnett L., sergeant, Bat. F, 349th F. A., 167th Brigade, 92d Div.
Hegar, G. Edward, 1st sergeant, Headquarters Co., 303d Eng., 78th Div.
Heger, Edward.
Heinike, Edward, Co. H, 71st Inf., 11th Div.
Hems, William, Headquarters Co., Coast Artillery Corps, 41st Div.
Henchy Bert L., 1st class apprentice, U. S. Navy, Baltimore, Md., Hospital.
Henderson, Charles C.
Hendry, Earl, lieutenant, Coast Art.
Henikie, Richard.
Hennessy, Dennis A., 1st class private, Co. A, Signal Corps, 5th F. A. Bat., 3d Div.
Henningan, William F.
Hendricks, Dell.
Hendy, Carroll.
Hendricks, Henry Clay.
Hennessey, David John.

Hennessy, William J., corporal, Co. D, 105th Inf., 27th Div.
Hennessy, Philip A.
Henry, Albert R., corporal, Co. A, 105th Inf., 27th Div.
Henry, Edwin Francis.
Hepp, John H., 19th Co., 154th D. B., Watervliet Arsenal.
Herbert, John J.
Herkenham, George W., Jr., Co. C, 2d Pioneers.
Hermansen, Halger Halmer, Machine Gun Co. No. 1, Camp Hancock.
Hermon, Jake.
Herrick, Leland C., lieutenant, 3d Bat., 310th Inf., Headquarters, 8th Div.
Herrick, Robert A., 308th Co., Q. M. C., Fort McHenry.
Herzog, Loren W., Jr., sergeant, 12th Co., 4th Air Service Mechanic Reg., Air Service.
Hesslinger, ———.
Hewes, John Warr, 1st class private, Headquarters Co., 2d Pioneer Inf.
Hews, Ralph W., chief machinist's mate, U. S. Navy, 5th Reg., Co. 6, N. A. R., Steam Engineer School.
Heywood, John H., 9th Co., Coast Artillery, Fort Schuyler.
Hickey, Patrick A., 1st class private, Signal Corps, Motor Trans., Camp Alfred Vail.
Hickey, John.
Hickey, Thomas F., sergeant, Co. D, 309th Machine Gun Bat., 78th Div.
Hickey, William Joseph, 1st class private, 334th Supply Co., 90th Div.
Hickey, William.
Hicks, Willard Francis, sergeant, Supply Co., 105th Inf., 27th Div.
Hicks, Edward M. A., sergeant, Co. B, 2d Pioneers Inf.
Hicks, Ernest M., sergeant, I. D. Co., 105th Inf., 27th Div.
Hicks, Frank J., 2d Pioneer Inf.
Hicks, Louis, sergeant, Bat. C, Field Art., 7th Div.
Hicks, Willard, Inf., Spartanburg, S. C.
Higbee, Lester C., captain, Inf., U. S. A.
Higgins, Joseph Benedict, 1st class private, Signal Corps, 1st Army.
Higgins, James F., 1st class private, Signal Corps, 1st Army.
Higgins, Eugene J., regimental supply sergeant, Am. Train Hdqs. Co., 12th Div.
Higgins, Raymond L., Co. G, Inf., U. S. A.
Higgins, James, sapper, B. E. F., Co. D, 1st C. R. E. Div.
Hildrith, George R., chief mechanic, Bat. D, 19th Field Artillery, 5th Div.
Hiller, Charles F., Co. B, 2d Inf.
Hiller, Frank J., Co. H, 71st Inf., Camp Meade.
Hillman, Chester Anthony, 2d Pioneers.
Hillman, George C., sergeant, Const Div, Q. M. C., Camp Devens.
Hilt, Walter Z., Co. G, 53d Pioneer Inf.
Himes, Holden Ernest.
Hjortsberg, William, 1st sergeant, Supply Co 5th Reg., 2d. Div., U. S. Marine Corps.
Hines, John
Hitchcock, John.
Hoag, Charles, sergeant, 421st Eng. D. D.
Hofbauer, George, Co. I, 3d A. R. D., Camp Merritt.
Hoffey, William.
Hoffman, Carl Frederick, sergeant, Inf., Camp Headquarters, Camp Dix.
Hoffman, Harold.
Hoffman, Ernest A., ensign, U. S. Navy, Norfolk and Boston Pay Corps.
Hoffman, Frank.
Hoffman, Hermann W., sergeant, Port of Embarkation, Q. M. C., Newport News.
Hoffman, Howard Daniel, corporal, Supply Co., 27th Div.
Hoffman, Fred.
Hoffman, John L.
Hoffman, Joseph L., regimental sergeant, 17th Supply Co., Camp Meade.
Hoffman, Joseph H., 1st class private, 1st Reinforcement Co., Ordnance Dept.
Hoffman, Joseph, Co. A, N. Y. State Guard.
Hoffman, Walter.
Hoffman, William J., 1st class radio operator, Naval Reserve, Cuba.
Hoffmeister, George.
Hoffmeister, John H., 1st class private, Co. H, 71st Inf., 11th Div.
Hogan, Frank.
Hogan, Francis G., seaman, Navy, U. S. S. "Wainwright."
Hogan, James W.
Hogan, William J., seaman, U. S. Navy, Pelham Bay.
Hogan, James Daniel, 44th Co., 11th Bat., 153d Depot Brigade.
Hogan, John J., Co. H, 33d Inf., 84th Div.
Hogan, John T. H., captain, 72d Field Amb. Med. Corps, 24th British Expeditionary Forces.
Hogan, Joseph R.
Hogan, William F., 1st class private, Co. C, 105th Inf., 27th Div.
Hogben, E. Ellwood, 76th Co., 6th Reg., Marine Corps, 2d Div.
Hogben, Albert Robert.
Hogle, Ralph E., 1st class private, 304th Fire and Guard Co., N. Y. City.
Holcomb, Clifford M., 1st class private, mail, Headquarters Det., 87th Div.
Holcomb, Clinton, Hdqs. Co., 11th Div.
Holcomb, Carl N.
Holcomb, Clarence.

Holian, Andrew J., Headquarters Co., 71st Inf., 11th Div.
Holland, Ernest J., Co. A, Inf., 2d Div.
Holland, Thomas E.
Holland, James W., 64th Hdqs. Co., Inf., 7th Div.
Holland, William B., Jr., sergeant-major, Casual Detach., Aviation Section, Camp Taylor.
Hollings, Lang.
Hollis, Alexander Gray, seaman, U. S. Navy, Pelham Bay.
Holt, Royden L., captain, 4th Eng. Co., E. R. C., 80th Div.
Holahan, William F., corporal, 335th Supply Co., Quartermaster Corps.
Holme, Brant, captain, Field Art., U. S. A.
Honan, Frank J., 1st class private, 1st Pioneer Inf., 3d Army Hdqs.
Honan, Lawrence J., lieutenant, Co. H, 166th Inf., 42d Div.
Honan, Ribe.
Honan, Robert J., Seaman, U. S. Navy, Pensacola.
Honsinger, Edward.
Hoose, Andrew F., Co. F, Inf., N. Y. State Guard, Aqueduct.
Hopkins, John T.
Horan, Edward F., 309th Field Art., 78th Div.
Horan, Joseph J., corporal, Co. A, 105th Inf., 27th Div.
Horan, John, 1st class musician, Headquarters Co., 105th Inf., 27th Div.
Horan, Thomas J., Co. M, 345th Inf., 87th Div.
Horan, William L., 2d Prov. Reg.
Hormats, David, seaman, U. S. Navy, Pelham Bay.
Hourigan, Joseph J.
Horton, Allen R., corporal, Headquarters Co., 105th Inf., 27th Div., and 1st Army Air Service.
Horton, John Kenneth, 2d class seaman, U. S. Navy, Sub-Chaser Base No. 6.
Horton, Thomas R., sergeant, Co. C, 105th Inf., 27th Div.
Houle, Camille, 74th Co., 18th Bat., Inf., Syracuse.
House, Cyrus, private, Co. F, 105th Inf., 27th Div.
Houser, William F., 1st class private, Co. C, 105th Inf., 27th Div.
Houser, Frank.
Houston, David Walker, Jr., 1st lieutenant, Med. Corps, Base Hospital No. 56.
Houston, Livingston W., captain, Inspection Div., Ordnance Dept.
Howe, William M., U. S. Navy, Rockaway Naval Air Station.
Howard, Harold F., seaman, U. S. Navy, Boston.
Howard, Standish Thomas, captain, Coast Artillery, New Castle.
Howe, Chester E., sergeant, Co. D, 105th Inf., 27th Div.
Hoyt, Martin C., 1st class private, Medical Dept., Fort Preble.
Hubbard, Edward J., lieutenant, Co. D, 30th Inf., 3d Div.
Hubbard, Steward.
Huff, Fred E., Co .A, 147th Inf., 87th Div.
Hughes, Charles, Co. G, 2d Pioneer Inf.
Hughes, Edward J., 71st Machine Gun Co., 11th Div.
Hughes, Harold H., 1st class private, Co. D, Hospital Corps, Montgomery.
Hughes, John J., 1st class private, Co. H, 71st Inf., 11th Div.
Hughes, Michael B., sergeant, Co. D, 303d Inf., 76th Div.
Hugopian, N., 2d Yorkshire Reg., 1st Div, British Exp. Forces.
Hulest, Bert C. K., sergeant, Co. B, Supply Train, Quartermaster Corps, 76th Div.
Hulbert, Howard A., 1st class private, 63d Supply Co., Inf., 11th Div.
Hulbert, John T., 1st class private, Supply Co., 106th Field Art., 27th Div.
Hull, Alson J., major, Medical Corps, 26th Div., British E. F., Hospital No. 110.
Hull, Edward, 1st class private, Co. H, 71st Inf., 11th Div.
Hull, Walter, Co. C, 102d Pioneer Inf.
Hull, Charles M., Co. C, Inf., 78th Div.
Hull, Raymond, Jr., U. S. Naval Aviation.
Hull, Theodore, Inf., enroute to Camp Humphreys.
Kelly, Maurice J., Casual Co., France.
Hulett, Roy M., Casual Co., Art., France.
Hulbert, Howard.
Hulbert, John.
Hulett, Samuel Taylor, 2d class seaman, U. S. N. R. F., Pelham Bay.
Hunt, Eugene, 59th Heavy Art.
Hunt, Frank J., corporal, 14th Co., 153 Depot Brigade.
Huntley, Herbert.
Hunter, Frederick W., corporal, 53d Field Art., 96th Div.
Hunter, Dr. J. R., 1st lieutenant, Medical Dept. U. S. Army.
Hunter, Raymond, 1st class private, Headquarters Co., Am. Train, 11th Div.
Hunter, Warren Harvie, 1st class private, Butchery Co., 312th Supply Depot.
Hunziker, Albert, Co. F, Field Art. 22d Div.
Hunziker, Carl, Bat. D, 7th Reg. Art.
Hunziker, Fred, corporal, Co. C, 23d Inf., 2d Div.
Hunziker, William, Co. B, 2d Pioneer Inf.
Hupe, Charles.
Hurd, Rollin, mess sergeant, Headquarters Co., 105th Inf., 27th Div.
Hurd, William.
Hurley, Daniel, Fort Wright, N. Y.
Hurley, Harold J., 1st class private, Co. G, 2d Pioneer Inf., 2d Army Corps.
Hurley, Thomas.
Hussey, Foster R., U. S. Navy, U. S. Transport "Rijudane."

Hussey, John E., Corporal, Medical Detachment, Syracuse.
Hutchinson, David J., 25th Co., Ordnance Dept., Fort Slocum.
Hutton, William K., 179th Squadron, Air Service, Brookfield, San Antonio.
Huxtable, Thomas P., 32d Service Co., Signal Corps, Fort Sam Houston.
Hyland, John Joseph, sergeant, 5th Cons. Co., Air Service, 87th Div.
Hyland, Percy, 1st class private, Co. C, 53d Eng.
Hyman, James.
Hyman, Jacob, 71st Inf., 11th Div.
Hynes, James J.
Hynes, John J., 78th Co., Chemical Warfare Service.
Harper, John, Captain, Cavalry, acting general, Staff Office.

Ibach, Lloyd.
Ibbott, Orlin W., corporal, Hdqs. Co., Inf.
Ibbott, Welbie Lloyd, seaman, Navy, U. S. S. "Arkansas."
Icke, Clarence B., ensign, Naval Reserve, U. S. S. western front.
Iler, Theodore Victor, Royal Navy, H. M. S. "Valverlan" (British).
Imeson, Benjamin T., 1st class private, Bat. E, 309th Art., 78th Div.
Ireland, Robert A., 1st class private, Co. A, Coast Art.,, 58th Am. Train, Fort Adams, R. I.
Isenbergh, Nathan D., Co. B, 47th Bat., U. S. Guards, Fort Niagara, N. Y.
Iskanian, Noury, Co. H, 71st Inf., 11th Div.
Ives, Burton H., corporal, Co. C, 105th Inf., 27th Div.
Ives, George R., wagoner, 107th Amb. Co., 102d Sanitary Train, 27th Div.
Ives, Harry Francis, Jr., Salvage Co., Co. E, Q. M. C., Camp Upton.
Ives, Leland H., Co. B, 102d Reg. Eng., 27th Div.

Jackson, James J., sergeant, machine shop. Truck Unit 327, Fort Sill.
Jackson, John F., Co. C, 148th Machine Gun Bat., 41st Div.
Jackson, Thomas J., supply sergeant, Co. C, 105th Inf., 27th Div.
Jackson, William H., Bat. E, 309th Field Art., 78th Div.
Jacobs, Alfred, coxswain, Navy, U. S. S. "Yacana."
Jacobs, Samuel L., 2d class seaman, Navy, U. S. S. "Pueblo."
James, H.
Jarvis, William H., Jr., Co. A, 105th Inf., 27th Div.
Jaques, George.
Jeavons, Alfred W.
Jeavons, Frederick.
Jeffrey, Charles, sergeant, Co. D. Military Police. U. S. Marine Corps.
Jeffreys, Clues.
Jeffs, Joseph I.
Jensen, Andrew, gunner's mate, U. S. Navy, Chesapeake Bay.
Jensen, Charles Frederick, Co. B, 2d Pioneer Inf.
Jensen, Johannes, Co. B, 4th Eng. Training Reg., Camp Humphreys.
Jensen, Louis P.
Jensen, J. Ray, Cooks and Bakers' School, Q. M. C., Camp McClellan.
Jensen, William E., gunnery sergeant, 75th Co., 6th Reg., Marine Corps, 2d Div.
Jensen, Walter C., corporal, Co. H, 71st Inf., 11th Div.
Jerske, Benjamin, Cav., Army Serv. Corps.
Jersky, David.
Jerske, David I., 1st class private, Co. C, 2d Pioneer Inf.
Jerske, Maurice, Co. C. 347th Inf., 87th Div.
Jersky, Moses.
Jessen, Jacob H., 1st class private, Co. C, 13th Bat., U. S. G.
Job, Howard T., 6th Squadron, Air Service, Fort Wayne.
Johansen, Albert H., chief machinist mate, Navy, U. S. S. "Calamares."
John, Francis Benedict, 24th Bat., O. A. R. D., Heavy Art., Camp Hill.
John, Harry L., coppersmith, U. S. Navy.
John, William J., radio operator, Fire Island, U. S. Navy.
Johnson, Alfred.
Johnson, Arthur.
Johnson, Cornelius R., 1st lieutenant, Co. C, 105th Inf., 27th Div.
Johnson, Fred.
Johnson, John Thomas, Co. C, 413th Service Bat., Q. M. C.
Johnston, Hamilton, 1st lieutenant, 38th Inf., and 8th Machine Gun Co., 3d. Div.
Johnson, Lawrence, chief boatswain's mate, U. S. Navy.
Jolivette, William, Inf., Camp Lewis.
Jollivette, Joseph Francis, Inf., enroute to Camp Humphreys.
Jolly, Frank E.
Jones, Archibald G., 1st class fireman, U. S. Navy.
Jones, Edward J., sergeant, Co. F, 303d Eng.
Jones, Ralph, sergeant, Co. F, 7th Reg. Field Art.
Jones, William C., Bat. C, 44th Coast Art.
Jones, De Forest.
Jones, Frederick R.
Jordan, Frank B., major, Inf., 22d Machine Gun Bat., 8th Div.
Jordan, Nordick S.
Jordan, Walter A.
Jorgessen, Pete, 2d Pioneer Inf.
Jorgensen, Andrew F., Co. G, 2d Pioneer Inf.
Joseph, John D., corporal, Headquarters Co., 317th Field Signal Bat.

Joslin, George, private, 1st class, Co. D, 105th Inf., 27th Div.
Joyce, Frank, signaler, Canadian Field Art.
Joyce, Michael F.
Joyce, William Edward, yeoman, Navy, Newport.
Joshkovn, Theadore.
Jubick, Michael A., Co. A, 147th Inf., 37th Div.
Judge, Daniel P., 1st class private, 9th Cons. Co., Air Service.
Judge, Thomas F., 1st lieutenant, Medical Dept., Little Silver, N. Y.
Judkins, John T., Engineer Corps, 486th Div.
Julian, George, Co. A, 105th Inf.
Julien, George F., Co. D, 105th Inf., 27th Div.
Julien, William, corporal, Co. D, 105th Inf., 27th Div.
Junghans, John H., 147th Co., Signal Bat., U. S. Marine Corps, Philadelphia Navy Yard.
Juno, Michael J., Co. G, 2d Pioneer Inf., 2d Army Corps.

Kalaidjian, Harry R., saddler, Supply Co., 105th Inf., 27th Div.
Kalajian, Leo, 1st class private, Bat. B, 34th Field Artillery.
Kalayjian, Manuel, 2d Pioneer Inf., 2d Army Corps.
Kalian, Menas.
Kalkbrener, Henry J., 2d class seaman, U. S. Navy, Great Lakes, Ill.
Kallenberg, Cal Henry, 1st class private, Co. C, 101st Field Art., 26th Div.
Kane, Henry J., corporal, 3d Co., 1st Reg. U. S. Marine Corps, Philadelphia Navy Yard.
Kane, John, seaman, U. S. Navy.
Kane, Martin J., corporal, Headquarters Co., 3d Brigade, Tank Corps.
Kane, Bernard.
Kane, James J.
Kane, Michael J., 1st class private, 14th Co., Vet. Hosp. Unit.
Kane, Michael F., N. Y. Guard.
Kane, Michael T., Co. D, 105th Inf., 27th Div.
Kane, Thomas G., corporal, Co. B, 347th Inf., 87th Div.
Kane, William, 1st class private, 71st Inf., 11th Div.
Kavanaugh, Andrew, 2d Pioneer Inf., 2d Army Corps.
Kavanaugh, James, Co. D, 105th Inf., 27th Div.
Karl, Kuhn, 29th Co., 152d Depot Brigade, Amb. Corps, 3d Division
Karp, Philip.
Kaplan, Jacob Joseph.
Karr, Lemuel H., 1st class private, Heavy Field Art.
Karagoziah, Harry.
Kaufman, Percy, cook, 105th Inf., 27th Div.
Karp, Philip.
Kavney, Michael S., 1st class private, Co. H, 71st Inf., 11th Div.
Kaye, George Chenney, ensign, U. S. Navy.
Keadin, William E., seaman, U. S. Navy.
Keagan, R.
Kearns, Andrew A., Supply Co., 5th Reg., Marine Corps, 2d Div.
Kearns, John F., corporal, 29th Inf., 5th Div.
Kearns, Michael J.
Kearns, Patrick J., Co. D, 105th Inf., 27th Div.
Kearney, Lawrence W.
Kearney, Philip.
Keating, James, 1st class private, Co. H, 71st Inf., 11th Div.
Keating, John J.
Keating, Francis.
Keays, Howard J., Corporal, Co. D, 11th Eng., 1st Army Corps.
Keays, Thomas A., Co. G, 2d Pioneer Inf., 2d Army Corps.
Keehan, John A.
Keenan, Daniel Francis.
Keenan, William T., Bat. F, 64th Reg. Field Art., 16th Div.
Keenan, J.
Keenan, Byron C., sergeant, 34th Machine Gun C., 3d Group, Camp Hancock.
Keene, E., Co. C, 36th Pioneer Inf.
Kehn, Justin J.
Kehn, George E.
Kelher, George E., mechanic, Headquarters Co., 105th Inf., 27th Div.
Kellie, William J.
Kelher, Robert J., Co. H, 71st Inf., 11th Div.
Kelley, Rev. Francis A., chaplain, 27th Div.
Kelly, Charles E., seaman, U. S. Navy, New Haven.
Kelly, Eugene, 301st Co., Tank Corps.
Kelly, Edward J., 1st class private, Bat. F., 309th Field Art., 78th Div.
Kelly, Edward S., quartermaster, Navy, U. S. sub-chaser "Williams."
Kelly, James F., 73d Co. Inf., 18th Bat., Camp Syracuse.
Kelly, John D., 1st lieutenant, Inf., Training Regiment, Camp Humphreys.
Kelley, George C.
Kelly, John A., corporal, 309th Field Art.
Kelly, John, 1st class private, Inf., South Carolina.
Kelly, Joseph, Co. D, Inf., Depot Brigade, Camp Devens.
Kelly, Joseph J., Inf.
Kelly, James E., 2d Pioneer Co., 2d Army Corps.
Kelly, James F., 1st class seaman, U. S. Navy, Pelham Bay.
Kelly, Matthew, Co. H, 71st Inf., 11th Div.
Kelly, Maurice.

Kelly, William, Co. D, 102d Eng., 27th Div.
Kelly, William Leonard, 2d class machinist's mate, Co. M, 15th Reg., Naval Aviation, Great Lakes, Ill.
Kemp, Ross. H.,
Kendall, Frank B., machinist's mate, U. S. Naval Aviation.
Kendrick, Adelbert E., corporal, Co. D, 105th Inf., 27th Div.
Kendrick, Henry M., 1st class private, Co. H, 71st Inf., Camp Meade.
Kennedy, Andrew.
Kennedy, Dennis, Co. D, Inf., 154th Depot Brigade, Camp Meade.
Kennedy, Edward M., 10th Training Bat., Field Art., Officers' Training Camp, Camp Taylor.
Kennedy, Andrew Peter.
Kennedy, E. Harold, sergeant, Co. C, 328th and 332d Field Art.
Kennedy, George Joseph, Inf., enroute to Camp Humphreys.
Kennedy, Jeremiah J., corporal, 38th Reg. Coast Art., Camp Stuart.
Kennedy, John Lemuel, 71st Aero Photography, Photo Section, Camp No. 2.
Kennedy, John W., 2d lieutenant and commander of cadets, Air, Service, Southern Field.
Kennedy, John J., 71st Inf., 11th Div.
Kennedy, John J., Medical Supply Depot, Camp Meade.
Kennedy, Joseph.
Kennedy, James F., sergeant, Bat. B, Heavy Art., 12th Div.
Kennedy, Michael J. wagoner, Co. E, School Detachment, 1st Corps.
Kennedy, Timothy F., 11th Supply Troop, Cav., Fort Oglethorpe.
Kennedy, Charles J., Co. E, 327th Inf., 82d Div.
Kenny, John Joseph, 3d class fireman, Navy, U. S. S. "Wisconsin."
Kenny, Peter P.
Kenney, Dennis F., Co. H, 71st Inf., 11th Div.
Kenny, Michael J.
Kenyon, Howard L., corporal, Supply Co., 105th Inf., 27th Div.
Koolein, Charles, Co. F, 105th Inf., 27th Div.
Keosghenan, Jacob, Co. A, 325th Inf., 82d Div.
Keough, Earl, reg. sergeant-major, Gen. Headquarters, Adjt. Gen. Dept., 18th Co.
Keotzel, Frank J.
Kerby, James, 1st class private, Co C, 318th Inf., 30th and 27th Div.
Kerby, John, corporal, 53d Railroad Art., 1st Army Corps.
Kerslake, Adelbert, Co. D, 105th Inf., 27th Div.
Kerslake, James E., ensign, Navy, U. S. S. "Roepat."
Kerslake, John, sergeant, Headquarters Co., 105th Inf., 27th Div.
Kerwin, Edwin, Coast Art., Syracuse.
Kerwin, Edward John, temporary corporal, 10th Co., 3d Bat., Inf., Watervliet Arsenal.
Kettner, Andrew A., Co. D, 303d Inf., 76th Div.
Keyes, Addison A.
Keyes, M. Joseph, 1st class private, Co. A, 105th Inf., 27th Div.
Kesargian, Jacob.
Kevorkian, Manuel M., 2d Co. Eng., Cement Mills Div.
Kielh, John, Co. H, 71st Inf., 11th Div.
Killduff, James M.
Killgallon, John A., battalion sergeant-major, Headquarters Co., 303d Inf.
Kilfoyle, John, 76th Div.
Killick, Arthur, Corporal, 4th Co., Coast Art., Fort Kamehamaha, Honolulu.
Kilmer, Nicholas J.
King, Alexander C., Jr., 1st class private, Sanitary Dept., 105th Inf., 27th Div.
King, George, Co. E, 105th Inf., 27th Div.
King, Stephen.
Kinloch, Osman F., captain, Medical Reserve, Camp Upton.
Kinney, Dennis F., Co. H, 71st Inf., 11th Div.
Kinney, James, Co. C, 105th Inf., 27th Div.
Kinney, John.
Kinney, James H., 1st class private, Co. C, 105th Inf., 27th Div.
Kinn, Frank C.
Kirby, James.
Kirby, John.
Kirby, William P., 1st class private, Co. E, 2d Pioneer Inf.
Kirchner, Carl A.
Kiss, Jacob.
Kissinger, Robert A., quartermaster, U. S. Navy, San Domingo.
Kitley, Charles R., 67th Co., 5th Reg., U. S. Marine Corps, 2d Div.
Kittell, Harold, chief electrician, U. S. Navy, Brooklyn.
Kitson, William, Sanitary Detach., 105th Inf., 27th Div.
Kivlin, C. F., Dr., captain, Medical Corps, U. S. A.
Klages, John H., 2d class seaman, U. S. Navy, Pelham Bay.
Klages, Robert E., 23d Co., 152d Depot Brigade, Camp Upton.
Klee, Martin P., corporal, Motor Transport Co. No. 328, Camp Meade.
Klein, Myron A., wagoner, 309th Heavy Field Art., 78th Div.
Kling, Stanley H., mechanic, Inf., Co. A, 52d Pioneer Inf., 5th Army Corps.
Knaupp, Lester W.
Knight, Edward R., Inf., 72d Machine Gun Co.
Knowlson, Leland K.
Knowlson, Chester.
Knox, H. W., color sergeant, Headquarters Co., 105th Inf., 27th Div.

Knox, Paul, 1st class private, 52d Pioneer Inf.
Koetzel, Frank J., corporal, Quartermaster Corps, Camp Syracuse.
Kohler, George T., 2d class seaman, Navy, U. S. S. "Prometheus."
Koller, George L., 1st class private, Reg. Ordnance, Watervliet Arsenal.
Koloian, Minas H., 1st class private, Co. I, 303d Inf., Prisoner War Escort, 232d Army Service.
Komfeldt, Louis.
Komisky, Stephen, Depot Brigade, Camp Upton.
Koonley, Howard W.
Koplovitz, Hyman S., Co. D, Royal Fusileers, Eng. E. F., 39th Bat., R. F. Jewish Legion, Palestine.
Korschen, George, U. S. Marine Corps, Washington, D. C.
Kovitz, Philip David, 307th, U. S. Marine Corps, Paris Island.
Kramer, Jacob, 105th Machine Gun Bat., 27th Div.
Kraus, Ira Sig., 34th Co., 9th Bat., 153d Div.
Krause, Otto G., corporal, Co. A, 105th Inf., 27th Div.
Krauss, Charles A., major, Amb. Co. 315, U. S. Medical Corps.
Krieger, Andrew F., sergeant, 9th Co. Inf., Headquarters, 2d Div.
Kreiger, Albert.
Krough, Edward, 9th Casual Co., Ordnance, Camp Hancock.
Krough, Philip, 1st class private, Co. G, 105th Inf., 27th Div.
Krieger, Albert, Co. H, 2d Development Bat., Camp Devens.
Kreiger, Augustus, sergeant, Inf., 347th Machine Gun Co., 78th Div.
Krugler, Augustus W., sergeant, Co. B, 53d Coast Art., Fort Monroe.
Kuentzel, Harry A., corporal, Co. G, 60th Inf., 5th Div.
Kupetz, Hyman.
Kullman, Harry, sergeant, Co. G,, 161st. Inf., 41st Div.
Kunz, William C., Army Depot Co., Camp Humphreys.
Kur, Frank, 1st class private, Motor Trans., 514th Motor Corps, Edgewood, Md.
Kabrielian, Martin, 18th Inf.
Kysian, Charles.

LaBounty, Joseph H., mechanic, Supply Co., 105th Inf., 27th Div.
Laahan, Vincent.
Labrum, Harold M., 1st class private, 44th Service Co., 1st Army Signal Corps.
Lace, John.
Ladd, Levi F., corporal, U. S. Guards Inf., 76th Div.
Lader, Irving B., Co.'s D. and F, Eng., 1st Div.
Lader, Israel B., Bats. D. and E., Art., Replacement Div., Camp Hill.
LaFleur, George A., Inf., Depot Brigade, Camp Dix.
LaFleur, John De Baptiste, fireman, Navy, U. S. S. "Maine."
LaFon, William I., 1st class sergeant, Aviation Corps, Dayton.
LaForestier, Welford.
Lahan, John, 1st lieutenant, Co. A, Coast Art., Am. Train, 1st Div.
Lally, George Leonard, 2d class machinist's mate, U. S. Aviation Corps.
Lamb, Harold I., 1st lieutenant, Co. I, 103d Inf., Fort Worth.
Lamilza, Louis.
Lambertson, Howard A., sergeant, Medical Corps, Base Hospital, Camp Dix.
Lamber, William.
LaMontague, George E., 318th Inf., 80th Div.
Lance, Everett, 1st class seaman, Navy, U. S. S. "Manning."
Landfear, Charles Stinson, steward, U. S. Navy.
Lang, Leonard Sandman.
Lando, Harry, 1st Replacement Div. Q. M. C.
Lanahan, Thomas R.
Landrigan, Alfred W., captain Dental Corps, 165th Inf., Rainbow Div.
Landrigan, G. Earl, mounted orderly, Headquarters Co., 105th Inf., 27th Div.
Landrigan, John.
Landrigan, Matthew D., Co. D, 105th Inf., 27th Div.
Landrigan, Samuel.
Landrigan, Thomas.
Langermann, August, sergeant, Co. B, 2d Pioneer Inf.
Langermann, Carl F., Co. I, 4th Prov. Reg., 156th Depot Brigade.
Lansing, Clarence J.
Lansing, Victor, Inf., New York.
Lant, Louis M., corporal, General Hospital No. 8, Camp Greenleaf.
Lape, Oliver P., 1st sergeant, 403d Telegraph Bat.
Laperlo, Edgar.
Lappin, William H., 1st class private, Co. L, 22d Engineers.
La Plant, Alfred.
Larkin, Charles A., corporal, Co. A, 310th Supply Train.
Lasker, Nelson M., 1st class seaman, U. S. Navy, Brooklyn.
Lasker, Adolph.
Lasky, Charles, Inf., enroute to Camp Humphreys.
Larkin, James J., sergeant, Bat. C, 19th Field Art.
Larkin, John C., 1st class electrician, U. S. Navy, Cruiser Force and 5th M. Div., North Atlantic Fleet.
Larkin, Thomas A., U. S. Navy, Newport News.

Larkin, William J., Headquarters Co., 15th Reg., U. S. Marines, San Domingo.
Lauereny, Hector J.
Laub, Leon C., sergeant, Base Hospital, No. 33, U. S. M. C.
Lauber, William, 1st class private, Co. H, 71st Inf., 11th Div.
Launt, Willis.
Laustrup, John W., Co. D, 9th Inf.
Lavallo, Nick.
Lavery, Edward A., sergeant, Headquarters Co., 105th Inf., 27th Div.
Lavallee, Dr. A., 1st lieutenant, Medical Corps, U. S. Army.
La Valley, Ernest A., 1st class sergeant, 4th Co., 4th Reg., Air Service.
Lavigne, Arthur A., Co. H., 71st Inf., 11th Div.
Lavigne, George F., corporal, Co. E, 2d Pioneer Inf., 2d Army Corps.
Lavine, Robert Rubin, 12th Amb. Co., Medical Corps, 1st Div.
Lavolette, Thomas M., 1st class private, Co. D, 345th Inf., 87th Div.
La Voie, George H.
Lavin, John J., mine layer, Navy, U. S. S. "Black Hawk."
Lavin, Bernard C., U. S. Navy, North Sea.
Lavin, Henry, ambulance driver, U. S. Ambulance Corps.
Lawes, John L., 1st class machinist's mate, U. S. N. R. F., U. S. S. "Farragut."
Lawrence, Charles A., 1st class private, Co. A, 105th Inf., 27th Div.
Lawrence, Willard D., 1st class musician, U. S. Navy, Hampton Roads.
Lawrenson, Charles, Utility Dept., Camp Devens.
Lawrenson, Thomas M., corporal, Co. E, 2d Pioneer Inf.
Lawton, Earle E., 1st lieutenant, Inf., 30th Div.
Lawton, Edward P., Jr., sergeant, Co. D, 303d Eng., 78th Div.
Lawton, Parker, private, Engineer Corps, 3d Army of Occupation.
Layden, Edward J., Inf., Camp Dix.
Leach, Michael Joseph, Co. D, 105th Inf., 27th Div.
Leatham, Frank J., Co. A, Inf., N. Y. Guard.
Leatham, John A., corporal, Co. A, 105th Inf., 27th Div.
Leatham, Thomas J., Navy, U. S. S. "Cap. Finisterre."
Leary, John P.
Le Beau, Edward W., Field Art.
LeBeau, Charles F., Squad. D, Air Service, Selfridge Field.
Lebentritt, Stephen E., corporal, Co. B, Motor Trans., Albany.
Le Due, Fred.
Ledoux, Alfred, wagoner, 345th Supply Co., 87th Div.
Lee, George A., 9th Co., Trench Mortar Bat., 9th Div.
Lee, John J., 2d Cav. Troop, 1st Dep. Div.
LeFevre, Arthur A., 22d Co., Ordnance Dept., Camp Amatol.
LeFevre, George S.
LeFevre, Joseph J., 2d lieutenant, Co. F, Inf., 78th Div.
LeFevre, Omer F., Co. A, 347th Inf., 87th Div.
LeFevre, Theodore, radio operator, Ellington Field.
LeForestier, Wilford A., sergeant, 61st Co., U. S. Marine Corps, Brooklyn.
Legenbauer, Valentine, 556th Co., Motor Trans. Corps., Syracuse.
Lee, Katherine F., army reserve nurse, Base Hospital No. 33, Portsmouth, England.
Lee, John J.
Lees, Roy W., sergeant, Headquarters Co., 105th Inf., 27th Div.
Leffingwell, Robert B., sergeant, Prov. Guard Co. No. 2, Inf.
Lehan, John.
LeMay, Alfred Charles, Co. D, 303d Inf., 76th Div.
LeMay, Frank J., Headquarters Co., Coast Art., 32d Art. Brigade.
LeMay, W.
Lemke, James, Jr., yeoman, U. S. Navy, Newport
Lemke, Leo, cook, 23d Co., Inf., 162d Depot Brigade.
Lempe, Frederick George.
Lentz, Joseph, 1st class private, 333d Co., Guard and Fire, Q. M. C., Camp Mills.
Leonard, Harry W., 103d Field Sig. Bat.
Leonard, James W., 1st class private, Co. H, 71st Inf., 11th Div.
Leonard, John Joseph.
Leonard, Joseph, private, Co. F, 337th Inf.
Leonard, Walter, 1st class private, Co. H, 71st Inf., 11th Div.
Letoll, M., Inf., Camp White.
Levi, Joseph A.
Levy, Jacob A., Co. D, 44th Reg., Heavy Art., 1st Div.
Levy, Irving J., 32d Field Art., Camp Meade.
Lewis, Dr. L., 1st class private, Medical Corps.
Lewis, Edwin Joseph, 1st class private, Co. D, 303d Inf., 76th Div.
Liebner, George.
Liberman, Marks, bugler, Headquarters, 43d Coast Art.
Lindsey, Charles MacHenry, aviator, Key West, Fla.
Liney, James W., Machine Gun Co., 105th Inf., 27th Div.
Linderdecker, Frank, Headquarters Co., 36th Field Art.
Link, Fred Anthony, corporal Inf., Replacement Div., Camp Meade.

Link, Arthur N., 2d class seaman 15th Co., 1st Reg., U. S. Navy, Pelham Bay.
Lippitt, Ralph, corporal, Co. H, 71st Inf., 11th Div.
Lisle, David B.
Lisle, Herbert L., 1st lieutenant, ship quartermaster Q. M. C., Base Terminal, Brooklyn.
Lisle, Warren E., Artillery School, Camp Zachary Taylor.
Litowich, Milton, Co. C, Inf., N. Y. Guard, Whitehall, N. Y.
Livingston, David.
Livingstone, Edwin, sergeant, Headquarters Co., 105th Inf., 27th Div.
Livingstone, Edmund F.
Livingstone, William, Co. C, 105th Inf., 27th Div.
Loeble, Albert C., Co. F, 303d Eng.
Lobdell, Gerald.
Lobdell, Irving W., 1st class private, Co. I, 11th Inf., 28th Div.
Loccisano, Roco.
Lodge, Henry G., 2d Lieutenant, Engineer Corps, Camp Humphreys.
Loeble, Charles I., non-com. officer Inf., Camp Upton.
Loewenstein, Alexander M., captain, Medical Corps, Field Hospital 337, Russia.
Lloyd, Major J., Co. A, Machine Gun Bat., 307th Inf., 78th Div.
Long, William, 1st class private, Co. C, 105th Inf., 27th Div.
Looby, John C.
Loring, Albert S., 2d lieutenant, M. A. A. A. S. with French and U. S. armies.
Loomis, Donald G., officers candidate, Motor Trans. Corps, Camp Johnston.
Loucke, Emmett H., 1st class private, Headquarters Co., 71st Inf., 11th Div.
Loughlin, J. Frank.
Love, Harry B., mechanic, Co. A, 105th Inf., 27th Div.
Lovegrove, Walter, 1st class private, Co. G, 2d Pioneer Inf., 2d Army Corps.
Lovejoy, John, Jr.
Lovejoy, John E., sergeant, U. S. A.
Lowery, Arthur J., 237th Inf., 87th Div.
Lowe, William D.
Luby, Edward F., 1st class seaman, Navy, U. S. S. "Southerly."
Luby, Samuel F., 2d class store keeper, U. S. Navy, South Brooklyn.
Luby, William.
Luce, John Francis, 37th Co., Casual Dept., 151st Depot Brigade, Camp Devens.
Luccy, Anthony.
Luigi, Crestiano.
Luigi, G.
Luigi, Salerno.
Lumbert, Patrick P., Prov. Co. A, Gas Defense Detach. Chem. Warfare Service, Camp Kendrick.
Lundsten, Andrew C.
Lusty, A. Leland, Tank Corps.
Lyle, Bert C., corporal, Co. A, 52d Pioneer Inf., 5th Army Corps.
Lyman, Thomas W., 1st class sergeant, 64th Balloon Co.
Lynch, Anna M., nurse, U. S. Army.
Lynch, John Joseph, 3d class store keeper, U. S. Navy, 1st Air Corps, Curtis Aviation Field, Buffalo.
Lynch, Charles J.
Lynch, John J., 2d class machinist's mate, Navy, U. S. S. "Leviathan."
Lynch, Michael John, Co. A, 345th Inf., 87th Div.
Lynch, William.
Lyon, Job F., corporal, Bat. D, 7th Reg., Field Art., Replacement Div.
Lyons, Coleman J.
Lyons, Fred J., Co. B, Art., 32d Div.
Lyons, James J., Jr., Headquarters Co., 105th Inf., 27th Div.
Lyons, Robert P., Co. G, 2d Pioneer Inf.
Lynd, Leselie.
Lyons, Maurice J., 1st sergeant, Co. C, 105th Inf., 27th Div.

McAleer, Leo J., expert sharpshooter, Marine Corps, Guard Div.
McAleer, Edward.
McArdle, Edward.
McArdle, Edward J.
McAuliffe, Jerald, U. S. Navy.
McAuliffe, Edward.
McAuliffe, Howard Percy, lieutenant, junior grade, U. S. Navy.
McAuliffe, Robert E., 1st class gunner's mate, U. S. Navy.
McAvoy, John, Inf., Camp Dix.
McBride, Charles H.
McBride, Andrew J., corporal, Co. C, 2d Pioneer Inf.
McBride, James.
McCabe, Joseph F., wagoner, Supply Co., 105th Inf., 27th Div.
McCabe, Francis Sheldon, ensign, Navy, U. S. S. "Tattenall."
McCabe, Thomas, 71st Inf., Camp Meade.
McCabe, William.
McCaffery, George F., corporal, 9th Co., 1st A. S. Reg.
McCaffery, John Joseph, 14th Co., 4th Bat., 153d Depot Brigade, Camp Wheeler.
McCann, Charles, Co. B, 347th Inf., 87th Div.
McCann, William Joseph.
McCarthy, Harry H., sergeant, Co. A, 105th Inf., 27th Div., Officers Training School, Langres, France.
McCarthy, George Henry.
McCarthy, John P., Co. D, 345th Inf.
McCarthy, John J.
McCarthy, James J.
McCarthy, Michael D., sergeant, Co. F, 301st Inf., 76th Div.
McCarthy, Raymond, Field Art., 3d Div.

McCarthy, Robert.
McCarthy, Vincent.
McCarthy, Patrick Bernard, electrician, U. S. Navy, Hampton Roads.
McCarthy, Albert.
McCarthy, Peter.
McCarthy, William B., corporal, Co. D, 105th Inf., 27th Div.
McCarthy, William Joseph, Veterinary Corps, 8th Vet. Hospital.
McCarthy, William Leo, assistant bandmaster, Brooklyn Navy Yard.
McCauley, John B., gunner, Coast Art., 57th Div.
McChesney, H. Bosworth, seaman, Navy, U. S. S. "Marblehead."
McChesney, Lindsay, U. S. Navy, Yale Unit, New Haven.
McChesney, Joseph A., 1st class private, Co. B, 212th Sig. Bat., Camp Devens.
McClay, Robert W., Co. G, 32d Inf., Amatol, N. J.
McClellan, Thomas corporal, Co. G, 318th Reg. Inf., 80th Div.
McClellan, Ockart.
McClellan, Robert P.
McClure, Harry, carpenter, U. S. Civilian Emp.
McClure, David J.
McClure, Paul Jones, wagoner, Co. D, 2d Anti-Aircraft Machine Gun Bat.
McClure, Willard M., corporal, Co. C, 51st Inf.
McCloskey, Frank.
McCochrane, Robert, sergeant, Headquarters Dept.. Trans. Corps, 15th Div.
McConihe, A. Douglas, sergeant, Co. B, 31st Machine Gun Bat., 11th Div.
McCormick, James B., 2d lieutenant, Co. K, 56th Inf., 7th Div.
McCormick, John J.
McCormick, Roger, sergeant, 5th Co., Coast Art., Panama.
McCormick, Thomas F., Jr., 1st class private, 2d Pioneer Inf.
McCoy, Henry J.
McCoy, Robert Charles, bandmaster, U. S. Navy, Algeries Navy Yard.
McCrea, John F., Co. C, 105th Inf., 27th Div.
McCune, Raymond F.
McCrea, John.
McCrea, William H., 1st class private, Headquarters Co., 71st Inf., 11th Div.
McCullough, George.
McCullough, Joseph D., sergeant, Q. M. C., Camp Gordon.
McDermott, Charles.
McDermott, Frank.
McDermott, Fred J., 1st class private, Co. C, 105th Inf., 27th Div.
McDermott, John.
McDermott, Thomas.
McDonald, Arthur J., army field clerk, Adjutant General Dept., Camp Merritt.
McDonald, Alexander, 153d Depot Brigade, 78th Div.
McDonald, Edward F., Bat. D, 48th Field Art., 16th Div.
McDonald, Harold J., 93d Co., 7th Reg., U. S. Marines, Santiago.
McDonald, Joseph, aviation machinist, Navy Receiving Ship, N. Y.
McDonald, Edward
McDonald, John.
McDonald, Michael.
McDonald, Patrick F.
McDonnell, James J., cook, 6th Cons. Co., Air Service.
McDonnell, Joseph Patrick, 1st class private, Co. A, 301st Inf., 76th Div.
McDowell, Floyd J., 1st class sergeant, Co. E, 403d Tel Bat., Signal Corps.
McDowell, Maxwell Erwin, 1st class private, Section 632, U. S. Amb. Service with French Army.
McElroy, Waldron Gerard.
McEwan, Harry G., lieutenant, adjutant Bat., 105th Inf., 27th Div.
McFarlane, Henry J., 1st class sergeant, Q. M. C., 1st Army Corps.
McGarry, John F., Co. B, 28th Eng., special Unit.
McGahan, James.
McGinn, James, Bat. C, 18th Field Art., 3d Div.
McGavey, John L., 1st class private, Aircraft Div., Washington, D. C.
McGivern, Joseph L., seaman, U. S. Navy.
McGivern, William J., Co. A, 54th Eng., 17th Div.
McGlennon, John Joseph.
McHugh, James F., Co. D, 51st Pioneer Inf., 4th Army Corps.
McGonigal, Donald F., 1st lieutenant, Co. F., 104th Inf., 26th, 37th and 90th Divs.
McGovern, Albert J.
McGovern, Edward P., Headquarters Co., 71st Inf., 11th Div.
McGovern, William V., Co. K, 348th Inf., 87th Div.
McGovern, Thomas L., 1st class chauffeur, Air Service, Headquarters 4th A. S. M.
McGovern, T. H.
McGovern, William A., 1st class private, Med. Corps, Debarkation Hosp. No. 3.
McGovern, J.
McGowan, James F., corporal, Headquarters Co., 303d Inf., 76th Div.
McGowan, James, Co. A, 114th Inf., 29th Div.
McGowan, Patrick, mer. marine, Boston.
McGrane, William J., corporal Co. G, 105th Inf., 27th Div.
McGrath, Edward P.
McGrath, James J., 2d class seaman, U. S. Navy, Pelham Bay.
McGrath, John J., Headquarters Co., 71st Inf., 11th Div.
McGrath, John J., 123d Co., 9th Reg., U. S. Marine Corps.

McGrath John Joseph,, corporal, 11th Co., Coast Art., Panama.
McGrath, Joseph.
McGrath, M. L., 2d class seaman, U. S. Navy, Pelham Bay.
McGrath, T. A., 1st lieutenant, Medical Dept., U. S. Army.
McGrath, T. F., Salvage Co., Q. M. C., Camp Upton.
McGrath, Thomas J.
McGraw, Bart A., 1st class machinist's mate, Naval Aviation, Key West.
McGraw, Maurice J., 2d Guard Co., Inf., 78th Recruiting Arsenal, Dover.
McGraw, Michael, 1st class private, 102d Photo Div.
McGuire, Austin, Co. B, 105th Inf., 27th Div.
McGuire, John.
McGuire, Matthew, 105th Inf., 27th Div.
McGuire, Edward.
McGuire, James.
McHale, Edward Francis, Co. H, 165th Inf., 42d Div.
McInery, John.
McIntosh, George F., Jr.
McKay, J. Raymond, supply sergeant, 4th Prov. Reg., Am. Field Service.
McKeever, Frank.
McKeon, Edward.
McKeon, John, gunner's made, 1st class, U. S. S. "Arizona."
McKeon, William B., captain, Medical Corps, 24th Eng.
McKeon, Joseph.
McKean, John, lieutenant, Navy, U. S. S. "Henderson."
McKean, George.
McKean, Walter, seaman, U. S. Navy, Gibraltar, Spain.
McKegney, John Waters, seaman, U. S. Naval Aviation, Miami.
McKenna, Walter D., major, Medical Corps, Paris.
McKeon, Fred B., corporal, Co. E, 9th Inf., 2d Div.
McKeon, Joseph, 1st class private, Co. C, 105th Inf., 27th Div.
McKeon, Hubert R., Bat. B., 34th Field Art., 12th Div.
McKenzie, Thomas.
McKeon, William B., Dr., major, sanitary Det., 24th U. S. Engineers.
McKevitt, Edward, Co. D, 312th Inf., 78th Div.
McKevitt, James J., Co. E, 38th Inf., 3d Div.
McLaren, Edward W.
McLaren, Walter E., Headquarters Co., 33d Reg., 12th Div.
McLean, Edward L., seaman, Navy, U. S. S. "Baltimore."
McLean, James, 16th Service Co., Signal Corps, Fort Wood.
McLean, William J.
McClean, James M., 1st sergeant, Headquarters Co., Tank Corps, 307th Brigade.
McLean, Lawrence.
McLeod, Anderson, ensign, Navy, U. S. destroyer "Cunningham."
McLenon, John, Co. C, 2d Pioneer Inf.
McLaughlin, Henry J., 1st class private, 148th Inf., 37th Div.
McLaughlin, John J., 52d Pioneer Inf., 5th Army Corps.
McLaughlin, Wallace F.
McLoughlin, Joseph.
McLoughlin, Fred, sergeant, 66th Co., 17th Bat., 153d Depot Brigade.
McMahon, Daniel J.
McMahon, Francis Edward, 1st class private, 308th Guard and Fire Co., Baltimore.
McMahon, Joseph A.
McMahon, William J., Machine Gun Co. 3d Anti-Aircraft Bat.
McManus, James J., Co. M, 11th Machine Gun Bat.
McManus, John J.
McManus, Joseph D., 1st class private, Headquarters Co., 105th Inf., 27th Div.
McManus, William.
McManus, Raymond Edward, bugler, Co. D, 303d Inf., 76th Div.
McNab, James D., seaman signalman, Navy, U. S. S. "Chester."
McNabney, Raymond.
McNally, Robert J., 1st class private, Co. D, 345th Inf., 87th Div.
McNamara, James P., 1st class private, Wagon Company, Quartermaster Corps, Camp Hancock.
McNamara, L. J.
McNamara, W. J.
McNamee, James O., corporal, Co. G, 2d Pioneer Inf., 2d Army Corps.
McNamee, Michael H., corporal, 14th Machine Gun Co., 5th Div.
McNamee, Thomas J., Co. D, 312th Inf., 78th Div.
McNamee, Thomas, corporal, Inf., 152d Depot Brigade, Camp Upton.
McNaughton, Herbert C., lieutenant, master engineer, senior grade, Headquarters Co., 14th Railway Eng., 1st Army Corps.
McNeary, Dennis A., 1st class private, Co. C, 105th Inf., 27th Div.
McPartland, Clarence, Bat. A, 309th Field Art.
McPherson, Mary, nurse, U. S. A., France.
Massey, Perry A., radio operator, Signal Corps No. 1, Radio Section, 1st Army.
McQueen, Joseph.
McQueen, Harvey P.
McQueen, James W.
McQuide, John Charters, 1st class sergeant, 2d Dev. Bat., Camp Custer.
McQuide, Kenneth, T., assistant to port engineer, Sanitary corps, Newport News.
McQuillan, William L.

McQuillan, Thomas L., lieutenant, Depot Brigade, Camp Dix.
McRedmond, W. L., 1st lieutenant, Dental Corps, Fort Howard.
McWilliams, Jesse.
McShane, Walter H., captain, Medical Corps, Base Hospital 22.
McTavery, John L., Aviation Det., No. 1, Washington.
Mabee, Earl S. Co. B, Motor Trans., Albany.
Mack, Edward.
Mack, George A., Jr., Co. A, Eng., 4th Div.
Mack, Thomas J., 3d class pharmacist's mate, 5th Co. Navy, Hospital School, Newport.
MacArevey, William A.
MacAffer, Archie D., sergeant, U. S. Army.
MacArthur, Charles A., major, 105th Inf., 27th Div.
McClellan, Ockart, 2d class musician, Headquarters Co., 105th Inf., 27th Div.
McCulloch, George, corporal, Co. C, 105th Inf., 27th Div, Officers' Training School, Langres, France.
MacCurdy, George L., 1st lieutenant, Co. F, 304th Eng., 79th Div.
MacFarlane, James, Headquarters Co., Inf., 24th Canadian Bat., 2d Canadian Div., Canadian E. F.
MacLaughlin, William.
Mack, Francis E., Med. Dept., 1st Army Corps.
MacKay, James Roy.
Mack, John T. corporal, Co. C, 331st Bat., Tank Corps.
Mackey, Bruce G.
Mackey, Leo J., Co. D, 105th Inf., 27th Div.
Mackey, Daniel.
Mackey, Patrick.
MacRae, Fred D., Sanitary Train, 104th Inf., 29th Div., 46th Base Hospital.
MacNaughton, Fred B., Medical Reserve Corps, Albany Medical College.
MacPherson, James Frank, musician, Headquarters Co., 2d Pioneer Inf.
MacPherson, Roy, 1st class pharmacist, U. S. Navy, Hospital Corps.
MacWilliams, Jesse, corporal, Headquarters Co., 71st Inf., 11th Div.
MacQueen, James W.
Madden, Herbert J., Jr., 71st Inf., 11th Div.
Maddis, Vincent, 14th Co., 4th Bat., Inf., Camp Wheeler.
Madigan, Vahab.
Madison, James F., Naval Aviation, Norfolk.
Madsen, Thoralf, Co. G, 60th Inf., 5th Div.
Madsen, Henry W., Co. A, 105th Inf., 27th Div.
Madsen, Albert S., 166th Machine Gun Co., Inf.
Madsen, Neil J., cook, 105th Inf., 27th Div.
Magill, Arthur Joseph.
Magill, Chauncey G., 31st Balloon Co., 84th Div.
Maguire, Matthew S., corporal, Co. C, 303d Field Signal Bat. 78th Div.
Mahar, Albert, 161st Amb. Co., 42d Div.
Mahar, James.
Mahar, Michael.
Mahar, Joseph, corporal, army band, Fort Logan.
Mahar, M. J., 1st lieutenant, Co. B, 11th Bat. Inf., Raritan Arsenal.
Mahar, William, 20th Field Art.
Mahoney, John Stanton, sergeant, Co. E, Unit 308, Motor Trans. Corps.
Mahoney, Raymond.
Mahoney, Alfred H., Field Art., Ordnance Dept.
Mahoney, Joseph M., 1st class private, Co. F, 325th Inf., 82d Div.
Mahoney, John J., Q. M. C.
Mahoney, John Joseph, 1st class machinist's mate. U. S. Navy.
Mahoney, Justin F., lieutenant, R. M. A., A.-A. S. C.-A.
Maldhof, Louis J., 1st lieutenant, Ordnance Dept., Watervliet Arsenal.
Mahser, Joseph.
Malka, Frank W., sergeant, Sanitary Detachment, 27th Div.
Mahserjian, Joseph.
Mailloux, George.
Malloy, Daniel.
Malo, Victor, 7th Guard Co., Inf., Camp Lee.
Malo, Louis E., Jr., corporal, Co. E, 73d Inf., 12th Div.
Malone, Frank.
Malone, Thomas M., Co. D, 11th Am. Train.
Malone, Thomas J.
Maloney, David, corporal, Headquarters Co., 71st Inf., 11th Div.
Maloney, Frank, sergeant, Co. D, 7th Field Artillery, 1st Div.
Maloney, Edward Joseph, Headquarters Co., 3d Reg., F. A. R. D., Camp Hill.
Malone, Edward J., 1st class private, Co. C, 105th Inf., 27th Div.
Malone, Patrick.
Maloney, Francis.
Maloney, George I., 3d class fireman, Navy, U. S. S. "Mississippi."
Maloney, John Joseph, Co. S, Casual Co., 1775, Inf., 1st Replacement Depot, Camp Mills.
Maloney, John F.
Maloney, Lawrence Francis 2d class seaman, U. S. N. R. F., Pelham Bay.
Maloney, Joseph Michael.
Maloney, Michael J., captain, quartermaster Dept., Camp Bragg.
Maloney, Thomas J., Medical Dept., Fort Ontario.

Maloney Timothy M., corporal, Engineer's Corps, 78th Div.
Maloney, William H., Co. D, Inf., 78th Div.
Maloney, William Joseph, sergeant-major, clerk, Headquarters Co. No. 5.
Maloney, William S., Co. B, 347th Inf., 87th Div.
Mallett, George A.
Maltais, Joseph J., 1st class private, Co. B, Headquarters Train and Military Police, 11th Div.
Managokis, Angellos.
Mane, Martin Joseph.
Mambert, Earl R., 14th Ordnance Guard Co., Ordnance Dept.
Manes, Fred C., M. T. S. and Q. M. C. student, No. 3, O. T. S., Div., Camp Johnston.
Mancinelli, Charles
Mancinelli, Nick, 2d class fireman, Navy, U. S. S. "Alabama."
Mancinelli, Tony, corporal, Q. M. C., Div., Camp Johnston.
Maney, Dennis J., Jr., corporal, Co. A, 6th Train Bat., Signal Corps.
Mangan, Thomas.
Mangan, John F., Bat. D, Heavy Field Art., Camp Jackson.
Mangian, Mushan.
Mangione, Dominick, Anglo-American Tank Co.
Mangnocca, Michael.
Mangione, William, Headquarters Co., 71st Inf., 11th Div.
Mann, Fred G.
Mann, Myer, 1st class private, Co. C, 71st Inf., 11th Div.
Mannen, Samuel, Co. E, 306th Inf., 77th Div.
Manning, Bernard P., 1st class private, 2d Pioneer Inf.
Manning, Guy.
Manning, Henry J. F., Co. C, 105th Inf., 27th Div.
Manning, John J., senior lieutenant, U. S. Navy, Cuba.
Manning, Mark A., seaman, U. S. Navy, 3d Naval District.
Manning, Timothy E.
Manoyan, Ralph, Co. C, 105th Inf., 27th Div.
Manoyian, Joseph H., Inf., Camp Gordon.
Manske, John E.
Mantello, Julius, 10th Co., Merchant Marine, Boston.
Mantello, Patsy.
Manupella, Joseph, 1st class private, Co. M, 105th Inf., 27th Div.
Marano, Joseph.
Manugian, Manug H., 33d Machine Gun Bat.
Marbot, Elmer A.
Marcell, Ray V., corporal Supply Co., 7th Reg. Art., F. A. R. D., Camp Jackson.
Marchese, Domenico.
Marca, Eugene J., 1st class private, Bat. A, 36th Field Art., Camp McClellan.
Marco, Albert, cook, Bat. B, 12th Field Art., 2d Div.
Marcus, John.
Marcus, Harry Louis, 2d class boatswain's mate, U. S. Navy.
Marck, George.
Mardigian, Vahan, Headquarters Co., 71st Inf., 11th Div.
Maritz, Mike.
Markham, Frank J., chief gunner's mate, U. S. Navy.
Mark, N.
Markham Charles E., corporal, Headquarters Co., 9th Inf., 2d Div.
Markham, Chester F., 1st class private, 176th Aero Squadron.
Markham, Edward M., colonel, chief engineer, 3d Army of Occupation.
Marquette, Charles J., trumpeter, 96th Co., 6th Reg., U. S. Marine Corps, 2d Div.
Marks, Ernest Leslie.
Marra, Francesco, Co. A, U. S. Guards, 15th Brigade.
Marra, John J., 71st Inf., 11th Div.
Marra, William L., Bat. F, 62d Reg., Coast Art., 1st Army.
Maroli, Alfred, 1st class private, Headquarters Co., 71st Inf., 11th Div.
Marrin, Thomas W., Co. D, 105th Inf., 27th Div.
Marro, Salvatore, 40th Co., Camp Wheeler.
Marron, Bernard J., 2d class seaman, U. S. Navy, Pelham Bay.
Marron, George Francis, yeoman, Navy, Co. A, 1st Div., Pelham Bay.
Marshall, William, Canadian E. F. Cyclists' Corps, England.
Marshall, John A., 1st class seaman, Navy, U. S. S. "Prometheus."
Marshall, Garrett Rolson, corporal, Co. B, 24th Canadian Inf., 2d Div.
Marshall, Fred Morley, Co. B, 24th Canadian Inf., 2d Div.
Marsolais William Emile, U. S. Navy, Philadelphia.
Martin, Albert J., Co. C, 105th Inf., 27th Div.
Martin, Arthur, Headquarters Co., 46th Reg., 37th Bat., Coast Art.
Martin, Frank J.
Martin, Frank S., wagoner, 344th Supply Co., Art., 90th Div.
Martin, Fred.
Martin, George, cobbler, Camp Devens.
Martin, Louis J., Headquarters Co., 61st Inf., 5th Div.
Martin, John J., Headquarters Co., 105th Inf., 27th Div.
Martin Joseph T., Bat. A, Field Art., 16th Div.
Martin, Thomas L., 105th Inf., 27th Div.
Martin, Walter.
Martin, William H.

Masjurek, John, 45th Co., 12th Bat., 153d Depot Brigade.
Mason, Alexander, 1st class private, Bat. D, Coast Art., Fort Hamilton.
Mason, Edward.
Mason, Harry W. K., corporal Co. A, 2d Pioneer Inf., 2d Army Corps.
Mason, Leslie B., 1st class musician, band, 2d Pioneer Inf., 2d Army Corps.
Mason, Raymond G.
Masonian, Peter J., Co. C, 105th Inf., 27th Div.
Massa, William, Bat. F, Coast Art.
Masselli, Frank, Co. C, 105th Inf., 27th Div.
Masters, Perrin N., ensign, Navy, U. S. S. "Oregonian."
Mastello, Patsy, Co. L, Inf., 41st Labor Co., 26th Div.
Masterson, William, 4th Co., Coast Art.
Matter, Emil, Co. E, Inf., 3d Div.
Matheson, Ralph G.
Matheson, Carl J., mechanic, Co. D, 16th Ry. Eng.
Mathers, George.
Matthews, Emmet E., U. S. Naval Aviation. L. I.
Matthews, Harry L., sergeant, 19th Field Art.
Matthews, Charles J., U. S. Naval Aviation, L. I.
Matthews, William, Co. B, 105th Inf., 27th Div.
May, George Earl, captain, Co. A, 87th Eng.
May, Ernest.
Mayo, Paul Joseph, 1st class private, 17th Cav., Camp Harry J. Jones.
Mazier, Louis.
Mazurick, John.
Mealey, Frank, corporal, Co. D, 105th Inf., 27th Div.
Mavridis, Omeroz, Co. L, 1st Pioneer Inf.
Mealy, Leslie A., 302d Guard and Fire Co., Ger. Piers, Hoboken.
Meehan, Charles J., corporal, Co. H, 71st Inf., 11th Div.
Meehan, John G., 2d class machinist's mate, U. S. S. S. C. No. 320, Amer. Patrol, Key West.
Meehan, William A., corporal, Co. C, 59th Am. Train, Field Art., Fort Adams. 247th Co., Amb. Section, 12th Div.
Melisky, Joseph Ignatius.
Meighan, Clyde A.
Meeson, Albert H., corporal, Co. E, 9th Inf., 2d Div.
Meredith, Clifford L.
Mennen, Samuel, Co. E, 306th Inf., 77th Div.
Mercier, Edward Stephen, sergeant, Med. Dept., 39th Inf., 4th Div.
Merriam, Charles E., Navy, U. S. S. "Penn."
Merrick, Stanley J., Co. B, Locomotive Engineers, Camp Lafayette.
Mesnig, Joseph M., 2d lieutenant, Co. C, 41st Machine Gun Bat., Inf., 14th Div.
Metcalf, Sidney M., fireman, U. S. Navy.
Meyer, Alfred H., 1st class blacksmith, Navy, U. S. S. "Madawaska."
Meyer, William B., corporal, Co. D, Am. Train, 11th Div.
Meyer, Fred.
Middleton, George T., 1st class private, Co. C 2d Pioneer Inf.
Michalson, John.
Miennilla, Rocco, Inf., Camp Merritt.
Miester, Dr. C., 1st lieutenant, Medical Corps, U. S. Army.
Miland, John M.
Milled, J. Edward.
Milia, John.
Miller, Alden E., Jr., Headquarters Co., 38th Reg., Coast Art., Camp Stuart.
Miller, Charles F., 105th Inf., 27th Div.
Miller, Edward B., U. S. Air Service, Mineola.
Miller, Frank A., Co. C, 105th Inf., 27th Div.
Miller, John.
Miller, Louis G., first cook, Navy, U. S. S. "Aurora" and "Grand Republic."
Miller, George E.
Miller, Joseph W., carpenter, Eng., Stewart Co.
Miller, William Earl, ensign, U. S. N.
Miller, Simon, 1st class sergeant, Med. Dept., Sanitary Detach, 105th Inf., 27th Div.
Millhouse, Ernest.
Millhouse, Clarence, 1st class private, Med. Dept., Fort Slocum.
Milligan, George A., 28th Co., 2d Bat., Ordnance Dept., Camp Hancock.
Milliman, Guy R.
Millington, Harold R., Bat. B, Art., Camp Jackson.
Millington, Robert C., sergeant, Medical Dept., Hosp. Corps, Camp Stuart.
Millington, Thomas.
Millington, William H., Jr., 1st class sergeant, Med. Dept., Sanitary Detach., 105th Inf., 27th Div.
Milos, Matthew, inspector general, Polish Legion Army, France.
Milriskg, Joseph, seaman, U. S. Navy, Great Lakes Training Station.
Minahan, Thomas J., Co. I, 30th Inf., 3d Div.
Minasian, Armen, Bat. F, 319th Field Art., 82d Div.
Minella, Felix, Co. C, 348th Inf., 87th Div.
Minella, Nicholas, 1st Reg., U. S. Aviation, Camp MacArthur.
Minella, John, Headquarters Co., 1st Pioneer Inf.
Miney, William.
Minich, Henry D., 1st lieutenant, Ordnance Co., Rochester District.

Minogue, Ed. A.
Minton, Frank, Jr., Bat. F, 105th Field Art., 27th Div.
Minety, William F.
Missaignee, Joseph.
Misweck, Joseph W., Co. C, 33d Machine Gun Bat., 11th Div.
Mitchell, John J., Co. A, Municipal Police, Army General Headquarters.
Mitchell, Joseph Francis, Cook, Co. D, 105th Inf., 27th Div.
Miter, Arthur L., motor driver, Headquarters Co., 307th Machine Gun Bat., 78th Div.
Mitter, Henry J., 1st class ship fitter, Navy, 5th Div., U. S. S. "Vestal."
Mitola, Senfino, 1st class private, Headquarters Co., 301st Eng., 4th Army Corps.
Miter, Robert L., Co. D, 5th Am. Train, Coast Art., Fort Adams.
Mochon, Arthur L, mess sergeant, Co. C, 105th Inf., 27th Div.
Monette, Albert J., sergeant, Headquarters Co., 309th Field Art., 78th Div., 153d Brigade.
Mohl, Clifford.
Mohl, Harry.
Mollers, Joseph.
Molloy, Daniel, 2d class seaman, U. S. Navy, Pelham Bay.
Molloy, Maurice J., Headquarters Co., 78th Field Art., 6th Div.
Monahan, John.
Monegiello, John, Co. H, 71st Inf., 11th Div.
Mongione, Dominic.
Mongione, William.
Montague, George E., Co. B, 318th Inf., 80th Div.
Moody, Norman B., 5th Co., Marines, 2d Div.
Moon, Elmer C., sergeant, Co. C, 2d Pioneer Inf., 2d Army Corps.
Mooney, Peter J., Co. E, Headquarters Co., 38th Inf., 71st Div.
Mooney, Thomas G., 1st lieutenant, Utilities Co., Cons. Div., Q. M. C., Camp Dix.
Mooning, William W.
Moore, Clarence H.
Moore, John J., Co. D, Eng., 78th Div.
Moore, John L.
Moore, Richard Charles, Jr., wagoner, 3d Anti-Aircraft.
Moore, Thomas E., Co. C, 105th Inf., 27th Div.
Moore, William.
Moore, George, 1st lieutenant, 3d Army of Occupation.
Moore, Lewis Baffer.
Moore, Matthew.
Morahan, John J., Headquarters Co., 1st Pioneers.
Moran, Frank E., corporal, Headquarters Co., Inf., Camp Upton.
Moran, Joseph E.
Moran, John A., 3d class storekeeper, Navy, U. S. Naval Hosp. N. Y. City.
Moran, Michael.
Morgan, E. C.
Morgan, Thomas J.
Moran, Joseph M., seaman, U. S. Navy.
Morales, Jose D.
Morley, Rev. Jeremiah J., 1st lieutenant, chaplain, 16th Inf., 1st Div.
Moriarity, John N.
Morine, Michael, Signal Corps, 1st Army Radio.
Morris, James T., 1st lieutenant, Inf. U. S. A.
Morris, John.
Morris, James R., 1st class private, Q. M. C., Camp Mills.
Morrissey, John, sergeant, 2d Div., Army of Occupation.
Morrissey, George J.
Morrissey, Thomas Francis, 1st lieutenant, Co. G, 303d Inf., 76th Div.
Morrissey, William.
Morrissey, James.
Mortensen, William, 4th Co., Coast Art., Fort Greble.
Moreland, Walter A., assistant band leader, Headquarters Co., 105th Inf., 27th Div.
Morley, Leo.
Morelley, Leo, Ordnance Dept., 2d Army.
Morenus, Clarence Earl, Bat. A, Heavy Field Art., 78th Div.
Morey, David, Jr., 1st lieutenant, 30th Co., Engineer Corps, 1st Army troops.
Morey, Edward F., captain, Field Art., 1st Corps.
Morey, Sidney, ordnance sergeant, 301st M. O. R. S., Ordnance Dept., 76th Div.
Morgan, James A., 1st class machinist's mate, U. S. Naval Aviation.
Morris, Robert, Jr., wagoner, Supply Co., 105th Inf., 27th Div.
Morrison, Edmond J., sergeant, 55th Machine Gun Co., Inf., 7th Div.
Morrison, William, Jr., 1st Gas Co., Med. Detach., 1st Div.
Morrissey, Joseph J., sergeant, 15th Detachment, A. S. A., Air Service, Buffalo.
Morrow, John J., Co. E, 311th Inf., 78th Div.
Morse, Alfred A., Sanitary Corps, 105th Inf., 27th Div.
Morse, Leo Augustus, Bat. D, 7th Reg. Art., Camp Jackson.
Mortensen, Peter, Jr., 1st class private, Co. C, 102d Field Signal Bat., 27th Div.
Morton, William.
Mosher, James, J., 2d class ship's cook, Navy, U. S. S. "Comfort."
Mosher, George J., 1st class private, Co. D, 105th Inf., 27th Div.
Moswood, Joseph G.
Moulton, William P., 2d class machinist's mate, Naval Reserve. U. S. S. "Jason."
Moynihan, Arthur.

Moynihan, James J.
Muckel, Willard Duane, cook, Machine Gun Co., 303d Inf., 76th Div.
Mudse, Joseph.
Mulcahy, Frank J., 1st class pipe fitter, U. S. Navy, Charleston.
Mulcahy, James F.
Mulcahy, Michael J., Army Corps, Sayville, L. I.
Mulcahy, Thomas J., Co. B, 105th Inf., 27th Div.
Mulholland, George.
Mulholland, Joseph B., 2d lieutenant, U. S. R., 25th Inf., C. O. T. S. Div., Atlanta.
Mulholland, Clarence.
Mullin, Cornelius.
Mullin, Hugh J., private, Co. A, 105th Inf., 27th Div.
Mullen, John J., U. S. A.
Mullen, Daniel, Co. B, U. S. Marines.
Mullins, William H.
Munton, Albert.
Murdock, Fred, Co. I, 22d Eng., 3d Bat.
Murdock, Robert G., corporal, 4th Co., Coast Art., Fort Howard.
Murdock, Samuel H., sapper, 58th Eng., B. G., Canadian Eng.
Murname, Ignatius J.
Murnane, Joseph Francis, Med. Corps, Base Hospital, Camp Devens.
Murphy, Charles A., 326th Headquarters Co., Tank Corps.
Murphy, Daniel J., sergeant, Co. E, 138th Inf., 35th Div.
Murphy, Edward J., Headquarters Co., 71st Inf., 11th Div.
Murphy, Frank, 1st class quartermaster, U. S. Naval Aviation, Norfolk.
Murphy, Frank T., Bat. B, 12th Reg. Field Art., Camp Jackson.
Murphy, George D., seaman, Navy, U. S. S. "Manning."
Murphy, Frank H., sergeant, 309th Butch. Co., 77th Div.
Murphy, Francis J.
Murphy, John F., Co. C, 105th Inf., 27th Div.
Murphy, Joseph, 1st class seaman, U. S. Navy, Receiving Ship "Boston."
Murphy, Harold J., 1st class private, Remount Dept., Vet. Corps, Camp McClellan.
Murphy, Philip A., 2d class seaman, U. S. Navy, Pelham Bay.
Murphy, Peter J., 2d lieutenant, Q. M. C.
Murphy, Thomas J., apprentice seaman, 3d Co., Navy, Pelham Bay.
Murray, Charles M.
Murray, Frank A., mechanic, Co. D, 105th Inf., 27th Div.
Murray, Frank S., corporal, 9th Co., N. A. R. D. T. C. Div., Camp Wheeler.
Murray, Edward James, Co. C, 105th Inf., 27th Div.
Murray, George Francis, corporal, Headquarters Co., 105th Inf., 27th Div.
Murray, Martin A.
Murray, Jeremiah, Inf., Watervliet Arsenal.
Murray, John, 1st sergeant, 7th U. S. A. I. C.
Murray, John F., 1st lieutenant, 6th Co., Trans, Corps., 9th Div.
Murray, John J., Co. D, 51st Pioneer Inf.
Murray, John B., lieutenant, Navy, U. S. S. "Pennsylvania."
Murray, Joseph S., 100th Co., Bat. O, U. S. Marines.
Murray, Richard.
Murray, Treanor.
Murray, Thomas C., U. S. Navy,
Murray, William F., corporal, Co. C, 153d Depot Brigade, 78th Div.
Murray, William T., 1st Bat., Anti-Aircraft, 1st Div.
Murry, Burton, lieutenant.
Myer, Edgar A., colonel, U. S. A.
Myers, Edmond R., 1st class private, U. S. Marine Corps, Staff Office, U. S. M. C., Depot of Supplies, Philadelphia.
Myers, Ernest H.
Myers, William Henry, Marine Corps, U. S. S. "North Carolina."
Myers, James F., I. M. S. D., No. 2, S. O. S. Div.
Myers, John.
Myers, Joseph Anthony, 3d class electrician, U. S. Navy, Hampton Roads.
Myers, Louis F., 17th Co., 5th Reg., U. S. Marine Corps, 2d Div.
Myers, Raymond.
Myers, Thomas F., 1st class private, 102d Eng. Train, 27th Div.
Mylett, Edward, Co. C, 165th Inf.
Mylett, William J., Co. B, Inf., 87th Div.
Myron, William J.

Nagangast, Otto, Headquarters Co., 71st Inf., 11th Div.
Nagangast, William Frank.
Nagle, John F., Headquarters Co., 105th Inf., 27th Div.
Nagle, Charles F.
Nahan, Ralph, 156th Inf., 78th Div.
Nailor, John J., Headquarters Co., 71st Inf., 11th Div.
Nailor, Thomas F., Co. B, 71st Inf., 11th Div.
Nally, Michael V., Med. Corps, Debarkation Hospital No. 5.
Nantel, Weston Victor, ordnance mechanic, Ordnance Dept., 1st Div.
Nappleis, Louis.
Nash, Charles G., 45th Co., 5th Reg., U. S. Marines, 2d Div.
Nash, Edward.
Nash, William C., Co. C, 303d Eng., 78th Div.
Nash, Martin Francis.

Natcharian, Nazaret P., Co. B, Ordnance Dept., Aberdeen Proving Grounds.
Naylor, William H., 1st class private, Co. E, 303d Eng., 78th Div.
Necessian, Karing, Co. L, 60th Inf., 5th Div.
Need, Stanley O.
Negohosian, Menak, 7th Co., 2d Detach., Camp Wadsworth.
Needham, John.
Neeson, Edward F., 1st class private, Co. B, 347th Inf., 87th Div.
Neil, Edward.
Nehill, Edward, fireman, U. S. Navy.
Nelligan, John J., 2d class fireman, Navy, U. S. S. "South Carolina."
Nelson, Karl P., 1st class private, Co. B, 327th Bat., Light Tank Corps.
Neville, Augustus R., Co. A, N. Y. S. Guards.
Neville, Thomas Daniel, 1st class carpenter's mate, 305th Co., U. S. Naval Aviation.
Nevin, Esther M., nurse, U. S. Army, Camp Beauregard.
Nevin, Thomas P., Jr.
Nial, Thomas M., 1st lieutenant, British Royal Flying Corps.
Nielson, Ebbe, corporal, Headquarters Co., 105th Inf., 27th Div.
Nielson, John C., corporal, Ordnance Department, 1st Div.
Nelisky, Joseph, seaman, Navy, U. S. S. "Texas."
Nelson Axel C., wagoner, 60th Reg. Coast Art., Motor Field Art., 1st Army.
Neth, Arnold B., School No. 1, M. G. T. C., Camp Hancock.
Nial, William A., captain, 540th Engineering Corps.
Nicholas, George, Co. G, 2d Pioneer Inf.
Nicholas, Norman L., Headquarters Co., 105th Inf., 27th Div.
Nims, Henry S.
Nitola, Serpino.
Nolan, George Joseph, 2d class seaman, U. S. Navy, Pelham Bay.
Nolan, Charles E.
Nolan, Frank H.
Nolan, Thomas J., Co. B, 105th Inf., 27th Div.
Nold, F., sergeant, Co. A, 105th Inf., 27th Div.
Noon, Harry G.
Noon, James J., 1st Co., 303d Inf., 76th Div.
Noonan, Edward P., sergeant, 21st Training Co., Q. M. C., Camp Johnston.
Noonan, John J., cook, Co. C, 105th Inf., 27th Div.
Noonan, Morris J., Headquarters Co., Inf., 82d Div.
Noonan, Thomas G.
Noonan, Francis J., major, Medical Corps, Watervliet Arsenal.
Noonan, Richard Lawrence, Army, enroute to Camp Humphreys.
Nooning, Charles, cook, Headquarters Co., 71st Inf., 11th Div.
Nooning, William W., corporal, Headquarters Co. 71st Inf., 11th Div.
Nordorf, Albert E., corporal, U. S. Army.
Norton, Delos Henry, lieutenant, U. S. Navy, Haiti.
Norton, Earl C., 1st class private, Amb. Co. 15, Med. Dept., Base Hosp., Camp Zachary Taylor.
Norton, Henry V., seaman, U. S. S. "Harrisburg."
Norton, Howard F., assistant instructor, Co. C, U. S. Navy, Newport.
Norton Loyal Charles, sergeant, Art., U. S. Reg.
Norton, Thomas, 1st lieutenant, Co. F, 105th Inf., 27th Div.
Norton, William H.
Norton, Omer H., 45th Reg., 2d Div.
Nourse, Ralph C.
Novick, David, Army, enroute Camp Humphreys.
Nowak, Fred.
Nurnberg, Harold A., sergeant, Headquarters Co., 105th Inf., 27th Div.
Noyes, Raymond D.
Nurnberg, Ralph R., 3d Elec. Radio, Navy, U. S. S. "Louisiana."
Nusbaum, Frank.

Oathout, Elmo, corporal, Co. A, 105th Inf., 27th Div.
Oathout, Thomas J., Co. A, Machine Gun Bat., 3d Reg., Camp Pike.
Oates, Thomas P., Jr., 2d class seaman, U. S. Navy, Pelham Bay.
Oates, Michael J., 1st class steamfitter, 5th Co., U. S. Navy, Gulfport.
O'Becny, Kasimeir Stanley, Jr.
O'Brien, Alfred A., Co. A, Inf., 40th Div.
O'Brien, Francis M., 1st class private, Headquarters Co., No. 1 Machine Gun Bat., Camp Hancock.
O'Brien, Cornelius Thomas, 1st class private, Co. C, Med. Corps, 88th Div.
O'Brien, Edward H.
O'Brien, Edward W., 2d lieutenant, 6th Trench Mortar Bat., Coast Art.
O'Brien, Edward Carey, chief machinist's mate, U. S. Navy, Stevens Inst.
O'Brien, Francis G., 361st Aero Squad.
O'Brien, James E., sergeant, Co. A, Inf., 77th Div.
O'Brien, John, corporal, Co. I, Inf., 76th Div.
O'Brien, John Joseph, corporal, Co. I, 303d Inf., 76th Div.
O'Brien, John J., Co. M, 105th Inf., 27th Div.
O'Brien, John William, 2d class cook, 4th Bat., Naval Reserve, 4th Div.

O'Brien, Joseph J., 1st class private, 301st Service Co., Q. M. C., Camp Merritt.
O'Brien, Joseph P., 5th Coast Art., Fort Rodman.
O'Brien, Joseph J., 3d class electrician, Co. L, Q. M. C., 401st Div., Pelham Bay Naval Training Station.
O'Brien, Philip G., 2d class seaman, U. S. Navy, Pelham Bay Naval Training Station.
O'Brien, Leo.
O'Brien, Louis O., 2d class seaman, U. S. Navy, Pelham Bay.
O'Brien, Joseph, Coast Artillery.
O'Brien, Rev. Dr. Vincent G., 1st lieutenant and chaplain, Staff Co., Eng., 220th Div.
O'Brien, Roswell.
O'Brien, William E., 1st class private, 6th Div.
O'Brien, William M., coppersmith, U. S. Naval Aviation, Charleston.
O'Brien, William W., 2d class seaman, U. S. Navy, Bayridge.
O'Brien, William J., Co. F, 345th Inf., 78th Div.
O'Connell Daniel A. Jr., 23d Co., Heavy Art., 58th Div.
O'Connell, James E., cadet, 36th Co., Central Officers' Training School, Camp Lee.
O'Connor, Charles J., Headquarters Co., 345th Inf., 87th Div.
O'Connor, Francis, Med. Corps, 27th Div.
O'Connor, Fred, sergeant, Supply Co., 105th Inf., 27th Div.
O'Connor, John H., Co.'s D, and C, 51st Pioneer, 105th Inf.
O'Connor, James.
O'Connor, John Kelly, 2d class seaman, U. S. Navy, Pelham Bay.
O'Connor, Joseph.
O'Connor, Martin F., corporal, Co. A, Prov. Reg., 156th Depot Brigade.
O'Connor, Francis Joseph, corporal, Co. A, Ordnance, 35th Div.
O'Connor, Leo T.
O'Day, Daniel H., ensign, U. S. Naval Aviation, Rockaway Air Station.
O'Dell, John J., Co. C, 5th M. G. Bat.
O'Donnell, James Joseph, Army, enroute Camp Humphreys.
O'Donnell, Francis.
O'Donovan, James, 1st class private, Bat. F, 105th Field Art., 27th Div.
O'Grady, Harry.
O'Ffoengenden, Solomon.
O'Haire, Sylvester R., sergeant, Co. C, 2d Pioneer Inf.
O'Hara, Philip J., regimental sergeant-major, Hdqs. Co., 29th Inf., 17th Div.
O'Hare, James R., 14th Co., Camp Wheeler.
O'Keefe, Cornelius J., corporal, Co. I, 327th Inf., 82d Div.
O'Keefe, George M.
Olmstead, Thomas.
Olinstead, Elmer, M. G. Bat., 2d Div.
Olezeneske, Alexander.
Oliver, Louis, Headquarters Troop, 71st Inf., 11th Div.
O'Malley, Edward J., supply sergeant, Supply Co., 105th Inf., 27th Div.
O'Meara, Herchel, corporal, Supply Train Co., 301st Div.
O'Meara, Edward A., cook, Headquarters Co., 105th Inf., 27th Div.
O'Neil, Frank B., 1st class sergeant, Med. Department, Mitchell Field.
O'Neil, John H., mechanic, Co. D, Inf., 76th Div.
O'Neil, John J., 1st class private, Headquarters Co., Sandy Hook.
O'Neil, Stephen J., corporal, 4th Field Art., 71st Div.
O'Neil, Thomas F., corporal, Supply Co., 105th Inf., 27th Div.
O'Reilly, Hugh Francis, corporal, 9th Co., 3d Tr. Bat., 156th Depot Brigade.
Ormsby, Joseph Francis, 2d class moulder, Naval Reserves, Wissachickon Barracks.
Ornstein, Abraham, U. S. Marines.
O'Rourke, John Edward.
O'Rourke, William F., 1st class private, Co. H, 71st Inf., 11th Div.
Osganian, George, Co. D, 11th Am. Train, 71st Inf., 11th Div.
Osgood, Willard, U. S. Navy.
Ostrander, Wallace, Medical Corps, Base Hospital, Camp Upton.
O'Sullivan, Francis J., 1st class private, Co. C, 105th Inf., 27th Div.
Oshanian, George.
O'Toole, Edward J., Engineers, 6th Div.
Outhwaite, Giibert Barnard, 1st class private, U. S. Med. Corps, Base Hosp. 33.
Overbough, Harry H., Supply Co., 87th Div.
Oviatt, George Thomas, 2d class machinist's mate, U. S. Naval Aviation, Key West.
Owen, William H., Jr., apprentice seaman, U. S. Navy.
Owens, Daniel, Co. C, 2d Pioneer Inf.
Owens, Edward, cook, 15th Co., Coast Art.
Owens, Joseph C., 1st class private, 47th Co., 5th Reg., U. S. Marines, 2d Div.
Owens, Thomas P., Co. E, 9th Inf., 2d Div.

Pachanian, Garaded B., corporal Co. B, Inf., 82d Div.
Pafundi, Canio.
Pafundi, Dominic, Co. A, 34th Reg., Field Art., 12th Div.
Page, Morris.
Palladino, John.
Palmer, Alfred M., Co. I, Inf., 20th Div.
Palmer, Eldour, captain, 305th Machine Gun Bat., 77th Div.

Palmer, Frank.
Palmer, Francis H., occupation clerk, Ordnance Dept., U. S. Eng.
Palmer, Kenneth, pharmacist's mate, U. S. Med. Corps, Navy Hosp., Chelsea.
Palmer, Thomas J., Co. F, 345th Inf., 87th Div.
Palmer, William B., 1st class private, Co. B, 308th Inf., 77th Div.
Palmer, Willard A., wagoner, Supply Co., 105th Inf., 27th Div.
Panach, Dr. W., 1st lieutenant, Medical Department, U. S. A.
Panisi, Joseph.
Panza, Anthony.
Panza, Patrick J., 1st class private, 19th Co., 154th Depot Brigade.
Papp, Fred.
Pappin, George S., 1st class private, Co. C, 318th Field Signal Bat., 2d Army Corps.
Pappin, Philip F., mechanician, Co. G, 2d Pioneer Inf., 2d Army Corps.
Papps, Charles.
Paris, Jefferson, 2d lieutenant, Co. A, 188th Eng., 1st Div.
Paris, Harry, corporal Co. L, 303d Inf., 76th Div.
Paris, Walter H., 1st class private, Co. T, 4th Bat., Ordnance, Aberdeen Proving Grounds.
Parker, G. E
Parker, Beach.
Parker, Harold, 1st sergeant, Chem. Warfare Serv., A. M. U. Exp. Station.
Parrow, Guy S., 3d Co., Army Serv. Corps.
Pask, Andrew E., 93d Co., 7th Reg., U. S. Marines.
Pascucci, John.
Pascucci, Nicholas.
Passaretti, Ernesto, Co. G, 2d Pioneer Inf., 2d Army Corps.
Passignamo, Ginlio.
Passano, E. A.
Pateman, Everett E., major, Inf., commanding officer, Transportation, Advance Section.
Paterson, Gardner, 1st class seaman, U. S. Naval Reserve, Pelham Bay.
Paterson, Victor B.
Pattison, Edward H., lieutenant, Field Art., U. S. A.
Patton, John, sergeant, Co. A, 325th Inf.
Paul, Louis, Q. M. Corps.
Paulin, Adelard.
Pauley, Otto F., cook, Headquarters Co., 307th Machine Gun Bat., 78th Div.
Pavello, Luigi.
Payton, Frank B.
Peetz, Henry F.
Peckham, Spencer, U. S. Navy, Hampton Roads.
Peckham, William M.
Pelletier, John A., sergeant, M. T. C.
Pelletier, James, 1st class gunner's mate, Mine Squad No. 1, Naval Reserve Force, Atlantic Fleet.
Pelletier, Philip H., sergeant, Art., Officers' Training School, Camp Sherman.
Penney, William H., candidate F. A. C. O. T. S., 32d Training Bat., Camp Zachary Taylor.
Pennisi, Joseph, Co. K, 306th Reg., Inf., 77th Div.
Pender, Richard Bernard.
Penders, Patrick, sergeant, Headquarters Troop, Q. M. C., 90th Div.
Peppin, John M., corporal, 63d Co., 2d Reg., U. S. Marine Corps.
Permende, James J., 2d class ship's cook, Navy, U. S. S. K. A. "Victoria."
Perry, Collins, sergeant, 532d Motor Transportation Corps.
Perry, Harry W., 1st class private, 324th Guard and Fire Dept., Camp Stuart.
Perry, Mark A., Heavy Field Art., Camp Jackson.
Perry, John Bartlett, corporal, Criminal Investigation, U. S. Secret Service.
Peters, Theodore.
Peterson, Charles F., Co. C, New York Guard, Amsterdam, N. Y.
Peterson, Gustave Peter.
Peterson, D. W., corporal, 7th Co., Coast Art. Corps.
Peterson, George.
Peterson, John J., Bat. D, 7th Field Art.
Peterson, Martin.
Peterson, Theodore Willard, corporal, Co. C, 2d Pioneer Inf.
Peterson, William, Headquarters Co., 71st Inf., 11th Div.
Peterson, Victor Bruce, 3d class yeoman, Naval Reserve, Naval Air Station, Rockaway Beach.
Pfaff, Henry, 52d Pioneer Inf.
Pfaff, John, 1st sergeant, Co. C, 9th Machine Gun Bat., 3d Div.
Pfitz, Fred J., corporal, Co. B, 4th Inf., 3d Div.
Phillips, Clifford, Navy, U. S. S. "Oklahoma."
Phillips, Frank M., limited service, Jacksonville.
Phillips, Henry T.
Phillips, Joseph, 9th Co., 99th Div.
Phillips, Joseph C., Co. F, 102d Am. Train, 27th Div.
Phillips, Leo, Jr., 71st Inf., 11th Div.
Phillips, Leon.
Phillips, Lemuel A., U. S. Navy.
Phillips, Preston, F., sergeant, 19th Co., 5th Training Bat., 154th Depot Brigade.
Phillips, Richard.
Phillips, Thomas H., sergeant, Headquarters Co., 319th Inf., 80th Div.
Phillips, William E., quartermaster, Co. I, Naval Aviation, Charleston.
Phillips, Vincent A., wagoner, Co. F, 345th Wagon Train.

Philpott, George, Co. G, 29th Eng.
Philpott, William, Canadian Exp. Forces.
Philipson, Maurice, Co. D, 105th Inf., 27th Div.
Phoenix, Frank L., corporal, Co. A, 105th Inf., 27th Div.
Piazza, Antonio, 84th Co., Army Service Corps.
Pickett, Edward.
Pickett, Frank A., Co. L, 23d Inf., 2d Div.
Pickett, Maurice.
Pickue, Joseph.
Pierce, Harold D., 7th Co., 157th Depot Brigade, Camp McClellan.
Pietro, Errico.
Pierce, Jesse A., Co. D, 301st Eng. Corps, 76th Div.
Pike, S. Morris, captain, Co. E, 52d Pioneers, 5th Corps.
Piggnatelo, John.
Pignatelle, Joseph.
Pilling, Bertram T., 1st class private, Sanitary Dept., 105th Inf., 27th Div.
Pilling, Thomas, 1st class private, Land Det., 105th Inf., 27th Div.
Pillsworth, Edward James, Headquarters Co., 32d Field Art., Camp Meade.
Pillsworth, Robert G., corporal, 133d Inf., Gatum, Panama.
Pillsworth, Thomas S., 1st class private, 51st Co., 5th Reg., U. S. Marine Corps, 2d Div.
Pirozzi, Felice.
Pikul, Joseph Harold.
Plumb, Thomas C., 1st sergeant, Aviation Corps.
Plunkett, Frank, seaman, Navy, U. S. S. "Montpelier."
Plunkett, George J., Jr., Co. C, 1st Pioneer Inf.
Plunkett, John A., Medical Corps, Garden City.
Poladian, Jacob H., sergeant, 17th Eng., Trans. Corps.
Poland, Francis John, Jr., 40th Co., Officers' Training Camp, Camp Lee.
Polatch, Otto.
Pollay, Joseph, corporal, 11th Co., 2d Reg., Air Service.
Ponifer, Thomas.
Pont, Joseph.
Popp, Frederick A., Co. C, 345th Inf., 87th Div.
Popps, Charles, Co. I, 345th Inf., 87th Div.
Porral, Gregory O., 1st class private, Co. D, 303d Eng., 78th Div.
Poretta, Thomas, 2d Bat., Med. Detach, 153d Depot Brigade, Camp Dix.
Post, Henry, Q. M. C., Camp Wadsworth.
Post, William H., Co. M, 347th Inf., 87th Div.
Potondo, John, 105th Inf., 27th Div.
Potter, Guy D., 1st lieut., Inf., U. S. A.
Potts, Henry W., Co. G, 2d Pioneer Inf.
Potts, Joseph, wagoner, Supply Co., 105th Inf., 27th Div.
Poucher, David H., sergeant, Bat. B, Field Art., 3d Div.
Poulin, Adelarde J., Co. F, 71st Inf., 11th Div.
Poulin, Peter, Co. F, 71st Inf., 11th Div.
Powell, Allen, Co. M, 308th Inf., 77th Div.
Powell, Earl F., Co. H, 22d Inf.
Powers, Francis.
Powers, Frank J., Bat. 26 O. A. R. D., Newport News.
Powers, Harry, Army, enroute Camp Humphreys.
Powers, Lawrence J., 1st class private, Headquarters Co., 76th Div.
Powers, George.
Powers, John J., Jr., 1st class private, Co. D, 105th Inf., 27th Div.
Powers, Thomas Aloysius.
Powers, Thomas M., Co. C, 52d Pioneer Inf.
Powers, Richard, 2d class seaman, Navy, U. S. Sub 4.
Powers, Sidney, 2d lieutenant, geologic officer, Eng., G. H. Q.
Powers, William Tibbits, 1st lieutenant, Co. A, 108th Field Art., 28th Div.
Pranelli, Luigi.
Prangley, Arthur Joseph, 2d class machinist's mate, U. S. Navy, Great Lakes, Ill.
Pratt, Lawrence.
Prefore, Charles Edward, Co. C, 2d Pioneer Inf.
Prescott, Thomas A., sergeant, Co. E, 209th Eng., 9th Div.
Prince, Samuel.
Pritchard, Richard E., 1st lieutenant, Ordnance Staff Co., Air Service.
Prout, George Harry, 3d class quartermaster, U. S. Navy, Naval Hospital, Pelham Bay.
Prouty, Charles J., Co. C, 318th Field Signal Bat.
Purcell, Aloysius F., 1st class sergeant, Eng., 438th U. S. Eng. Depot.
Purcell, Augustus.
Purcell, Daniel, 2d lieutenant, 71st Inf., 11th Div.
Purcell, Bart, Bat. D, 46th Coast Art.
Purcell, Francis John, seaman, navy, U. S. S. "Muscatine."
Purcell, Dr. J. J., 1st lieutenant, Dental Corps, 80th Inf., 20th Div.
Purcell, Philip J., battalion sergeant-major, Headquarters Co., Office Camp, Camp Dix.

Quackenbush, Gerrit Van Schaick, lieut.-colonel, U. S. A.
Quandt, Leo, Headquarters Co., 105th Inf., 27th Div.
Quandt, Louis H., corporal, Headquarters Co., 105th Inf., 27th Div.
Quell, Walter.
Quell, William.
Quest, Francis T., U. S. Navy, Brooklyn Navy Yard.

Quest, John F.
Quest, Joseph T., corporal, Inf., Recruiting Service, New York City.
Quigley, James A., Bat. E, 7th Field Art., 1st Div.
Quinan, James F., 1st class private, Co. M, 105th Inf., 27th Div.
Quinan, Joseph R., 1st class seaman, Co. 5, U. S. Navy, 2d Div., Pelham Bay.
Quinn, Edward W., yeoman, U. S. Navy.
Quinn, John F., Supply Detachment, U. S. Marines, Quantico.
Quinn, John Michael, 1st class private, 41st Prov. Ord. Bat.,, Military Police, Ordnance Dept., Port Clinton.
Quinn, James F.
Quinn, Daniel F.
Quinn, James H., 1st class private, Headquarters Co., 71st Inf., 11th Div.
Quinn, John T., petty officer, Navy, U. S. S. "Dixie."
Quincy, Harold.
Quinlan, James J., 1st class private, Co. B, Provost Guard Co.
Quinlan, Joseph.
Quinlan, Thomas F., cook, Co. C, 3d Pioneer Inf.
Quirk, M., 42d Inf.

Rabbett, George P., Co. D, 7th Reg., F. A. R. D., Camp Hill.
Rabbett, William J., Co. B, Inf., 91st Div.
Rafferty, James M., Headquarters Co., 105th Inf., 27th Div.
Raeder, Burtis A.
Rafter, John C., seaman, U. S. Navy.
Rafter, Joseph A., 2d class fireman, U. S. Navy, destroyer No. 8, Atlantic Fleet.
Rafter, William J., Red Cross Amb. driver.
Rainey, Leo F., 105th Inf., 27th Div.
Rainey, Thomas Edward, corporal, 303d Inf., 3d Bat. Intelligence Section, 76th Div.
Rainey, William.
Rainey, Warner H., cadet, 27th Balloon Co., Air Service, Officers training for observation, Texas.
Rall, Fred.
Ramroth, Christian, Co. A, Machine Gun Bat., 4th Div.
Ramroth, Ephen Edward, 1st class private, Hdqs. Co., 71st Inf., 11th Div.
Ramroth, Lawrence, Co. C, 105th Inf., 27th Div.
Ranney, Harold W.
Ranney, Charles, 2d class seaman, U. S. Navy, Pelham Bay.
Ransome, Peter.
Rann, Thomas, convoyer, 1st Army.
Ransley, George, 2d lieutenant, Vet. Corps.
Rasil, Jefferson.
Rasmussen, Albert C., horseshoer, Field Art.
Rasmussen, Fred Christian, 1st class private, Co. C, 105th Inf., 27th Div.
Rasmussen, George.
Rasmussen, John, 1st class private, Co. C, 105th Inf., 27th Div.
Rasmussen, Maurice T., Co. D, 312th Inf., 78th Div.
Ratigan, Frank C., corporal, Co. M, 105th Inf., 27th Div.
Ratigan, William J., corporal, Co. G, 2d Pioneer Inf.
Ray, James J., sergeant, Base Hospital, Transportation Corps.
Ray, Thomas B., corporal, Co. D, 9th Machine Gun Bat., 138th Inf., 3d Div.
Ray, William, Co. C, 105th Inf., 27th Div.
Rayewitz, Bernard, Co. A, 2d Reg. Inf.
Raymond, Lawrence G.
Raywitz, Jacob, 21st Military Police, Camp Dix.
Read, Clifford A., 1st class electrician, Art. Detach.
Reardon, John J., Co. D, 1st Pioneers, 3d Army Corps.
Reardon, Roy.
Regester, Stanley H., 1st class private, Bat. D, 36th Field Art.
Reed, Merritt.
Reglin, Rudolph F., corporal, Headquarters Co., 71st Inf., 11th Div.
Reglin, Emma F., secretary and stenographer, War Dept., Washington.
Rehern, George.
Reid, Andrew, Signal Corps.
Reid, Merritt.
Reid, Robert, Dr., captain, Med. Reserve Corps, Army Corps No. 15, 2d Div.
Reidanbach, William.
Reinfield, Jack W.
Reilly, Edward A., corporal, 277th Aero Squadron, Air Service, Aviation Div.
Reilly, Frank J., sergeant, Supply Co., 105th Inf., 27th Div.
Reilly, Joseph J., 2d class seaman, Navy, U. S. Air Station.
Reilly, Hugh.
Reilly, Leroy, general auditor, Naval Reserve, Pelham Bay.
Reilly, Lewis W., sergeant cook, Co. C, 2d Reg., 2d Div.
Reilly, Joseph, 1st class seaman, Navy, U. S. Naval Air Station.
Relihan, Edward J., Co. G, 105th Inf., 27th Div.
Reinhardt, Joseph F.
Reinhardt, Joseph, Jr., coxswain, U. S. Navy, Div. 3, U. S. S. "Leviathan."
Reinhardt, William C., Machine Gun Bat., 345th Inf., 87th Div.
Renihan, John H., corporal, Co. B, 2d Pioneer Inf., 2d Army Corps.
Revilo, Ralph H., 1st sergeant, 2d Co., Inf., 11th Div.
Reynolds, Emulus A., 26th Bat., F. A. R. D. Camp Hill.
Reynolds, Theron LeGrand, 3d class pharmacist's mate, U. S. Navy, Charleston Navy Yard.
Reynolds, Charles E., 153d Depot Brigade.

Richardson, Carl, 1st class private, Headquarters Co., 105th Inf., 27th Div.
Richards, William C.
Riccabene, Gracomio, U. S. Army.
Richolson, Jacob, 15th Field Art.
Rickerson, Robb L., 1st lieutenant, 316th Co., Motor Trans. Corps.
Riegert, Joseph P., Bat. E, Art., Camp Zachary Taylor.
Richter, Paul, 8th Co., Coast Art., Fort Goeble.
Rifenberg, Chester, Co. B, 71st Inf., 11th Div.
Riggs, Harold A.
Rielly, Edward D. 72d Machine Gun Co., 11th Div.
Reilly, Joseph T., corporal, Co. A, 125th Inf., 32d Div.
Riley, Arthur F., 1st class private, 867th Aero Squadron, Aviation.
Riley, Edward A., U. S. Navy.
Riley, James W., wagoner, 162d Supply. Co., 42d Div.
Riley, John Henry, Co. L, 311th Inf., 78th Div.
Riley, Joseph.
Riley, John W., Bat. C, 320th F. A., 82d Div.
Rinaldi, Joseph, enroute Camp Humphreys.
Ring, Herbert G., 2d class fireman, Navy, U. S. S. "Isabel."
Ring, Joseph.
Ring, Lawrence L., sergeant-major, Headquarters Co., 606th Eng.
Ring, William J., corporal, Quartermaster Corps, 11th Div.
Riordan, Roy H., Medical Dept., Signal Corps, Camp Meade.
Rivage, Andrew H., bugler, Co. M, 105th Inf., 27th Div.
Rivage, Jacob, Co. A, Military Police, 13th Inf., 34th Div.
Roarke, John J.
Roarke, Bernard A., Salvage Co. Q. M. C., Camp McClellan.
Robbins, William E., sergeant, Co. C, 105th Inf., 27th Div.
Roberts, Alexander, chief petty officer, U. S. Merchant Marine, Norfolk.
Roberts, Frederick.
Roberts, William, Jr., captain, British Army.
Roberts, William Henry, U. S. Air Serv.
Roberts, George A.
Roberts, Salvatore.
Robertson, Ernest, 213th Canadian Inf., C. E. F.
Robertson, Frederick, enroute to Camp Humphreys.
Robertson, William.
Robinson, George E., Med. Dept., 41st Div.
Robinson, George E., sergeant, Co. D, 51st Pioneer Inf., 3d Army Corps.
Robinson, James J., Co. A, 2d Prov. Reg., U. S. Marines, 6th Div.
Robinson, Perry, 2d lieutenant, finance officer, Q. M. C.
Robinson, William J., 163d Machine Gun Co., 41st Div.
Roccozella, Giacomio.
Rocco, Lucisano, Remount Dep., No. 304, Quartermaster Corps.
Roec, Charles E., Co. H, 2d Pioneer Inf., 2d Army Corps.
Roche, Frank, 2d lieutenant, Unit 311, Motor Trans. Corps.
Roche, Thomas B., 3d class yeoman, Navy, U. S. S. "Delphi."
Rochen, Thomas C.
Roddy, Frank, captain Insurance Dept Camp Upton.
Rodgers, Walter John, Co. A, 2d N. Y. Guard, Whitehall.
Roe, Walter E., 51st Co., 5th Reg., U. S. Marine Corps, 2d Regular Div.
Roe, Pleasant.
Roeck, Charles E.
Roeck, Frederick W., sergeant, Co. A, 105th Inf., 27th Div.
Rogers, Arthur C., 26th Bat., F. A. R. D., Camp Hill.
Rogers, Edward Whitney.
Rogers, Kenneth N., 1st class private, Bat. B, 12th F. A., 2d Div.
Rokjer, Francis N. Co. B, Am. Train, A. A., 59th Div.
Roma, Michael H., corporal, 101st Bakery Co., Q. M. C., 27th Div.
Romain, John J., Co. G, 105th Inf., 27th Div.
Rosen, Abraham.
Rosen, Benjamin, corporal, Co. G, 105th Inf., 27th Div.
Rosen, David, sergeant, Co. C, 105th Inf., 27th Div.
Rosen, Frank, radio electrician, Radio Training School, Pelham Bay.
Rosenalla, Anthony.
Rosenberry, Emmett C., 1st class private, Co. B, 2d Machine Gun Bat.
Rosenthal, Benjamin D., Co. E, 345th Inf., 87th Div.
Rosenthal, Israel, 1st sergeant, Machine Gun Bat., Camp Sheridan.
Rosenholtz, Joseph L.
Rosenthall, Nathan, 18th F. A., 78th and 3d Divs.
Ross, Alfred E.
Ross, Frank, Co. H, 71st Inf., 11th Div.
Ross, Ogden J., captain, adjutant 1st Bat., 105th Inf., 27th Div.
Ross, W. F., Bat. E, 309th Art., 78th Div.
Rossi, Louis O., 16th Co., 4th Trained Bat., 156th D. B.
Rostiser, William Leo, Supply Co., 6th Inf., 5th Div.
Rostiser, William Andrew, seaman, U. S. Navy, Trans. Service.
Roth, Edward R., 1st lieutenant, Co. C, Motor Truck Trains, 8th Div.

Rotherham, John F., regimental sergeant-major, Headquarters Co., 11th Am. Train, Art. 11th Div.
Rotalli, Alexander.
Rotonda, Giovanni A., Co. K, 34th Reg. Eng.
Roullier, Albert, 22d Co., 157th Dep. Brig.
Rounds, Walter J.
Rounds, George W., Adjt. General's Dept., General Headquarters, 32d Div., A. F. C.
Roarke, Bernard A.
Roarke, John.
Roche, Frank.
Rourke, Frank Warren, sergeant, 147th Co., 1st Reg., U. S. Marine Corps.
Rourke, Joseph A., 1st class private, No. 96, 6th Reg., Marine Corps, 2d Div.
Rourke, Michael T., 1st class private, Co. D, 71st Inf., 11th Div.
Rourke, William F.
Rousseau, Dr. Z., captain, Med. Dept., U. S. Army.
Rowan, Edward, Co. A, 2d Reg., N. Y. Guard, Mechanicsville.
Rowe, Gerald, Co. D, 15th Inf., 93d Div.
Rowe, Pleasant, 15th Inf., 93d Div.
Royan, James.
Rubenstein, Harry, Canadian Exp. Forces.
Rubenstein, Louis, seaman, U. S. Naval Reserve, Pelham Bay.
Ruchel, A. M., sergeant, Headquarters Co., 27th Inf., 142d Dep. Brigade.
Ruether, Carl H., 13th Co., Inf., Central Officers' Training Camp, Camp Lee.
Ruff, Fred W., Bat. E, 68th Coast Art.
Ruffa, Rominick, Co. H, 306th Inf., 77th Div.
Ruff, Allan E., Base Hospital, No. 33.
Ruoff, Jacob, Jr., Signal Corps Detach.
Ruoff, John, 1st class carpenter's mate, U. S. Navy.
Rupp, Theodore, Co. H, 71st Inf., 11th Div.
Rush, George, 1st class private, Co. D, 105th Inf., 27th Div.
Rush, John, Co. L, Inf., 26th Div.
Rush, Michael F., corporal, Co. C, 71st Inf., 11th Div.
Russell, James F., 1st class private, Co. G, 105th Inf., 27th Div.
Russell, Joseph J.
Russell, Frederick, Co. H, 116th Eng., 41st Div.
Russell, John Marshall, 43d Co., U. S. Marines, 4th Brigade.
Russell, Thomas J., Headquarters Co., 105th Inf., 27th Div.
Russell, Warren Gilbert, wagoner, Co. C, 5th Am. Train.
Russo, Alfonso.
Russo, Sabastinon, Co. C, 52d Inf., 52d Div.
Ruth, Crandall, 1st class private, State Guard, Schuylerville.
Ryan, Andrew M.
Ryan, Dennis J., 1st sergeant, Med. Corps, 27th Div.
Ryan, Edward, Supply Co., 169th Inf.
Ryan, Edward L., 1st lieutenant, Co. D, 106th Inf., 27th Div.
Ryan, Edward J., Co. G, Aviation Corps, O. T. S. Div., Camp MacArthur.
Ryan, Edward P., 8th Co. Vet. Hospital.
Ryan, Frank Joseph, corporal, 33d Aerial Photo Section, Army Air Service.
Ryan, James B.
Ryan, Josephine T., nurse, Army Nurse Corps, Base Hospital No. 101 and Hosp. 57, France
Ryan, Jerry, Headquarters Co., 105th Inf., 27th Div.
Ryan, John, 1st class private, Troop A, 13th Cav.
Ryan, John Joseph, corporal, Co. C, 105th Inf., 27th Div.
Ryan, James A., Co. A, 421st Telegraph Bat.
Ryan, Joseph, corporal, Co. C, 2d Pioneer Inf.
Ryan, Joseph A., 1st class private, Co. C, 2d Pioneer Inf.
Ryan, Leo.
Ryan, Martin.
Ryan, Michael J., corporal, 34th Machine Gun Co.
Ryan, Patrick H., corporal, 147th Inf., 37th Div.
Ryan, Raymond, 68th Aerial Photo Sec.
Ryan, Samuel T., sergeant, Co. D, 105th Inf., 27th Div., and 28th Spruce Squad., Air Service.
Ryan, Sylvester A., Headquarters, Co., 152d Depot Brigade.
Ryan, Thomas P., corporal, Headquarters Supply Co., 2d Prov. Reg., N. Y. N. G., State Armory, Bolton Hall.
Ryan, William J., 1st class private, 229th M. P. C., 2d Army Corps.
Raymiller, Charles F., wagoner, 242d F. H, Co., 4th San. Train, 11th Div.
Ryawitz, Bernard.
Rysedorph, Harold E., Co. F, 6th Art., Depot Brigade.

Sackett, Edward.
Sackett, Joseph.
Sackett, Stanley.
Sachnovitz, Israel.
Salisbury, Fred A., corporal, Co. C, 105th Inf., 27th Div.
Salisbury, Richard H., chief machinist's mate, U. S. Naval Reserve, Public Works Dept., U. S. Navy Yard, Charleston.
Salisbury, Warren, Co. B, 59th Am. Train.
Sammons, Michael, 1st class private, Med. Dept., Fort Roats.
Sammoris, William T., 12th Machine Gun Bat., 4th Div.
Sample, Robert M., corporal, Squad. A, Air Service, Fort Worth.

Sanvidge, Thomas F., 30th Co., Machine Gun Bat., 78th Div.
Saperstein, Harry, 437th Eng.
Saperstein, Philip, Co. L, 326th Inf.
Sarris, Peter.
Sasse, Fred C., Chem Warfare Service.
Savage, Peter M., 1st class private, Quartermaster Corps, Fort Hancock.
Sawyer, Harold P., 1st lieutenant, Med. Depts., British and American Armies.
Scales, William E., Jr., corporal, Co. K, 102d Reg., 26th Div.
Schaller, Joseph.
Schafer, Alexander C., 154th D. B. Med. Corps, Camp Meade.
Schick, Harry.
Schaible, Harold E., corporal, Headquarters Co., 105th Inf., 27th Div.
Schillaer, Steve.
Sciaca, Aralyid.
Schech, Harry E., sergeant, Co. D, 27th Div.
Schermerhorn, Harrison J. corporal, Co. M, 105th Inf., 27th Div.
Schermerhorn, Robert Charles, corporal, 12th Field Art., 2d Div.
Schermerhorn, C. Earl, 2d lieutenant, Co. E, 38th Inf., 3d Div.
Schermerhorn, Gared J., Co. B, 2d Pioneer Inf.
Schermerhorn, Harry, corporal, 27th Div.
Schillaci, Aralyco, A. E. F.
Schillaci, Giuseppe, Co. D, 4th Eng.
Schlamiak, Max, 312th Supply Co., Quartermaster Corps.
Schlegel, John Jacob, wagoner, Chemical Warfare Service.
Schloupt, Joseph A., cook, Co. E, Eng., Camp Humphreys.
Schmay, Sidney.
Schnapp, William G., 1st class sergeant, Amb. Detach, M. D., 336th Inf., 84th Div.
Schneider, Jack.
Schneider, Herbert, corporal, Co. E, 13th Reg.
Schneider, Louis J., 1st class private, Med. Corps, U. S. A., Base Hosp., Camp Merritt.
Schneider, William W., lieutenant, Civil Eng. Corps, U. S. Navy.
Schneider, Adolph A., 1st class seaman, U. S. Navy, U. S. S. "New York."
Schongeir, Charles, 324th Fire Truck and Hose Co., 324th Q. M. C.
Schreiner, George Anthony, ordnance sergeant, Ordnance Headquarters Detach., 602d Eng., 5th Army Corps.
Schron, Joseph, 2d class seaman, Navy, Great Lakes and Hampton Roads.
Schubert, William A., 1st class private, Fire and Guard Co., Newport News.
Shultis, John H., chief printer, P. O. Navy, U. S. S. "Alabama."
Schumacher, George Henry, seaman, U. S. Navy.
Schussler, Andrew George, corporal, 24th Co., Coast Art., Fort Tilden.
Schwarz, Adam Edward, sergeant, Co. C, 11th Reg., U. S. Marine Corps.
Schwarz, Francis S., sergeant, Naval Hospital, U. S. Marine Corps, Paris Island.
Schwarz, Peter, corporal, 97th Co., U. S. M. Corps, 2d Div.
Scott, James.
Scott, Walter L., 1st class private, 328th Bat., Tank Corps.
Scoville, James D., 2d lieutenant, Engineers' Replacement, Camp Humphreys.
Seaquat, Joseph J., corporal, Co. D, Inf., 76th Div.
Seaton, Harrison R., 1st class sergeant, Q. M. C., 32d Div.
See, Humphrey A., Jr.
See, John J., U. S. Cav.
Seibert, Irving R., Co. F, 4th Divisional Reg., 156th Depot Brigade.
Serris, Peter.
Sestito, Joseph, Co. D, 7th Bat., U. S. Guards, Watertown Arsenal.
Severance, Joseph Louis, 45th Co., 5th Reg., U. S. Marine Corps.
Severance, Joseph W., Co. H, 71st Inf., 11th Div.
Sexton, Mabel M., Red Cross nurse, Army Nurse Corps, Fort Ethan Allen.
Sgueglea, Michele, Co. L, 61st Inf., 5th Div.
Shackett, Alexander J., mechanic, Co. C, 105th Inf., 27th Div.
Shackett, Edward, 1st class fireman, Navy, U. S. S. "Nevada."
Shackett, Joseph G., sergeant, Headquarters Co., 105th Inf., 27th Div.
Shackleton, Edwin R., 1st lieutenant, 91st Aero Squadron, Air Serv. Aeronautics.
Shakarjian, Richard, Co. D, 71st Inf., 11th Div.
Shanley, W. Joseph.
Shannon, Michael J., cook, Co. H, 71st U. S. Inf., Replacement Div.
Shannahan, Joseph P.
Sharkey, Joseph A., 48th Co., 153d Depot Brigade.
Sharlot, Irving, Co. I, 346th Inf., 8 th Div.
Sharlot, Samuel, Co. L 7th Inf., 3d Div.
Sharp, Bert, sergeant, Co. C, 105th Inf., 27th Div.
Sharp Gilbert R., sergeant, Co. A, 105th Inf., 27th Div.
Shaughnessy, David.
Shaughnessy, Harry C., 51st Co., 2d Bat., 5th Reg. U. S. Marine Corps, 2d Div.
Shaughnessy, John J.
Shavern, Lewis A., Bat. A, 104th F. A., 27th Div.
Shaw, William B., Co. A, 303d Eng., 78th Div.
Shaw, Joseph P., corporal, Troop H. 2d Cav., 1st Div.

Shea, John H., 43d Co., 5th Reg. Marine Corps, 2d Div.
Shea, John J., 1st class private, Co. A, 147th Inf., 37th Div.
Shearman, Edward.
Sheary, John.
Sheary, Hugh T., 2d lieutenant, Ordnance Dept., Camp Hancock.
Sheedy, John A.
Sheehy, John.
Sheehy, Joseph, Salvage Co., Q. M. C., Camp Devens.
Sheehy, William, seaman, U. S. Naval Militia, U-boat 49.
Sheehan, William F., 1st class private, Co. H, 71st Inf., 11th Div.
Sheehey, Charles Francis, sergeant, Co. D, 11th Am. Train, 11th Div.
Sheeran, Edward, ship fitter, Navy, U. S. S. Abalone.
Shepard, LeRoy F., 324th Fire and Guard Co., Q. M. Corps, Camp Stuart.
Sherry, Alden B., 1st lieutenant, 94th Air Squadron, 1st Am. Field Service.
Sherry, John J.
Sherry, Thomas E.
Sheridan, Edward J., corporal, Co. A, 2d Reg.
Sheridan, William, 345th Machine Gun Co., 87th Div.
Sheridan, William E., 1st class private, Co. G, 2d Pioneer Inf.
Sheridan, William J., 1st class private, 345th Machine Gun Co., 87th Div.
Sheridan, William P. Co. K, 572d Casual Co., Camp Lee.
Sherman, Charles E., corporal, Co. D, 78th Div.
Sherman, George B., sergeant, Co. C, Inf., 27th Div.
Sherman, Alvin W., 105th M. G. Co., 105th Inf., 27th Div.
Sherman, J. Lester.
Sherman, John H.
Sherman, Dr. J. L., 1st lieutenant, Med. Dept., U. S. Army.
Shellard, Reginald J., Co. C, 116th Field Signal Bat., Signal Corps., 41st Div.
Shields, John A., 1st class private, Headquarters Co., Inf., Lafayette Div.
Shields, Dr. W. S., 1st lieutenant, Med. Dept., U. S. Army.
Shields, William T.
Shinaman, David Clark, Co. A, 52d Pioneer Inf., 5th Army.
Shires, Fred, 4th Supply Co., Inf., 3d Div.
Shortell, Frank, Co. K, 105th Inf., 27th Div.
Showmaker, Kennith.
Shortell, John R., 2d class machinist, U. S. Navy.
Shortmon, William James, Co. D, 347th Inf., 87th Div.
Shouger, Charles W.
Shriner, Charles S.
Shupe, Elmer B., 2d lieutenant, Co. K, 107th Inf., 27th Div.
Shyne, William K., 2d lieutenant, Inf., unattached, Camp Lee.
Sibbald, Charles, corporal, Co. C, 229th Eng., F. F.
Sibbald, John, Dr.
Sibbald, Raymond L., corporal, Co. C, 229th Eng., F. F.
Sickles, Grace, technician, Hospital, Fort McPherson.
Siegrist, Ernest J., 1st sergeant, 13th Co., Inf., 164th Depot Brigade.
Sieler, Michael, corporal 107th Co., U. S. Marine Corps.
Silla, Philip, Co. D, 71st Inf., 11th Div.
Silver, Marks, 1st class private, Co. A, 12th Bat., U. S. Guards.
Silver, Samuel.
Silverman, David, 1st class private, Co. A, 347th Inf., 87th Div.
Silverman, Harry, apprentice seaman, U. S. Naval Reserve, Pelham Bay.
Silverman, Marks, Headquarters, 43d Brigade, Art.
Silverman, Saul, 3d class seaman, U. S. Navy, 6th Div.
Silvestri, Arcagelo.
Sim, James S., Co. A, 318th Eng., 6th Div.
Simmons, Clarence, 1st class private, 318th Fire and Guard Co., Port Newark.
Simmons, William.
Simpkins, George R., 1st class private, 8th Co., Vet. Corps, 87th Div.
Simpson, Leslie Irving, 9th Co., Inf., Camp Wheeler.
Simmonds, Maurice Henry, Ordnance Corps, unattached, Washington.
Simmonds, Rowland C., 93d Co., 20th Eng.
Simmonds, Maurice H., Army, Camp Meade.
Simmonds, William Philip, 1st class private 37th Co., Railway Trans., 15th Grand Div.
Simmons, Hurlburt C., Co. B, 2d Pioneer Inf.
Simons, Charles H.
Simpson, Hugh, 2d class mechanic, U. S. Naval Aviation, Great Lakes.
Simpson, Kenneth W., sergeant, Remount, corporal, Co. D, 105th Inf., and F. R. S., No. 336 Remount, 27th and 84th Divs.
Sims, W. J., Jr., 1st class private, Headquarters, Inf., 43d Brigade, 27th Div.
Singer, George.
Siple, Guy R., corporal, Co. D, 16th Bat. Guards.
Sirk, Louis, corporal, Quartermaster Corps, Camp Merritt.
Sirgavanni, Roccos.
Skane, Joseph, corporal, Co. A, Inf., 27th Div.
Skau, Francis L.

Skau, Herman, corporal, U. S. A., Med. Dept., Aberdeen.
Skelton, S.
Skehan, Thomas, Jr., Co. L, Inf., 11th Div.
Slater, Frank S.
Slater, Herbert C., Bat. E, 69th H. F. Art.
Slater, George P.
Slattery, Jesse N., sergeant, Co. D, 105th Inf., 27th Div.
Slattery, John E., Med. Corps, 31st Reg.
Slattery, Daniel J., seaman, U. S. Navy.
Slattery, Thomas A., lieutenant, 269th Aero Squadron.
Sleicher, Arthur N., corporal, Co. M, 314th Inf., 79th Div.
Sleicher, Ethel M., nurse, U. S. A., France, Germany, Serbia.
Sleicher, John A., 71st Co., Air Service, U. S. A., Balloon School.
Slocum, William R., 1st class private, Co. A, 105th Inf., 27th Div.
Small, Andrew B., Co. A, 413th Reserved L. Bnd., Camp Dix.
Small, Anthony, Troop E, 8th Reg., U. S. Cav.
Smith, Albert, 4th Co., Q. M. Corps, Camp McClellan.
Smith, Carl A. 2d class machinist's mate, Co. C, 15th Reg., Aviation, Naval Aviation, Great Lakes Naval Training Station.
Smith, Donald.
Smith, Earl H.
Smith, Edward A., 1st class yeoman, Navy, U. S. Naval Air Station, Bay Shore.
Smith, Charles Wallace, 1st class private, Med. Dept., 105th Inf., 27th Div.
Smith, Florenz S., Depot Unit, Q. M. C., Camp Sevier.
Smith, Francis P., 1st class private, 13th Aero Co., Aviation.
Smith, George E., lieutenant, Med. Corps, Naval Hospital, Boston.
Smith, George W., Jr., 2d class machinist's mate, U. S. Navy.
Smith, Irving A., 1st class private, Evac. Hosp. No. 29, U. S. Medical Corps.
Smith, James, U. S. Army, A. E. F.
Smith, Joseph A., ship repair shop, Unit 301, Q. M. C., Port of Embarkation, Hoboken.
Smith, Raymond, Truck Co. E, 1st Art.
Smith, Robert T., 45th Co., 2d Reg., U. S. Marines.
Smith, Samuel Joseph, 1st class seaman, Navy, U. of Pa. Naval Unit, Pay Corps.
Smith, Thomas P.
Smith, Wilfred M., 1st class yeoman, Naval Air Station, Bay Shore.
Smith, William James.
Smyth, Charles, chief machinist's mate, Navy, U. S. S. "Hannibal."
Smyth, Ralston, sergeant, 14th Co., U. S. Eng., 26th Div.
Smyth, William, corporal, Co. M, 105th Inf., 27th Div.
Snedecker, Francis Leo, Supply Co., Field Art., 36th Div.
Snedecor, Robert W., Co. A, 309th Machine Gun Bat., 78th Div.
Snook, Delmer, cook, Co. A, Guards, Camp Morgan.
Snover, Albert E., 1st class sergeant, Co. A, 105th Inf., 27th Div.
Snover, Harold J., supply sergeant, Headquarters Co., 105th Inf., 27th Div.
Snow, Edward L., seaman, Navy, U. S S. "Texas."
Snyder, Fred W., corporal, Supply Co., 7th Reg. F. A.
Snyder, George L., wagoner, Supply Co., 105th Inf., 27th Div.
Snyder, Hesley H., 30th Co., Signal Corps, New York City College.
Snyder, Henry J., Co. E, 345th Inf.
Snyder, Irving Howard, Bat. A, 2d Bat., F. A. R. D.
Snyder, Joseph Walter, sergeant, Co. C, 11th Reg., 5th Brigade, U. S. Marines.
Snyder, Raymond.
Snyder, Walter, Jr., 2d lieutenant, U. S. Eng., Camp Forest.
Snyder, William.
Solomon, Leonard Henry, Inf., Camp Gordon.
Solomon, Samuel, quartermaster sergeant, Q. M. C., New York City.
Solomon, William S., Inf., unattached, Fort Ontario, Base Hospital.
Sorenson, Laurits Nels, 2d class seaman, 200th Co., Unit D, U. S. Navy, Great Lakes, Ill.
Soulier, Frank.
Soughan, Gerald, mess sergeant, Inf., A. E. F.
Soughan, John.
Southard, Lawrence.
Southern, Gerald, supply sergt., U. S. A.
Spain, Edward.
Spain, Joseph, sergeant, 105th Inf., 27th Div.
Spall, Raymond, Co. B, 2d Pioneer Inf., 2d Army Corps.
Spallen, Charles, 1st class sergeant, Ord. Detach., Watervliet Arsenal.
Spairana, Anthony, cook, 77th Balloon Co.
Sparey, Howard L., sergeant, Co. A, 105th Inf., 27th Div.
Spenard, Edmund C., corporal, Nitrate Div. of Ordnance.
Spooner, William H., Headquarters Co., 105th Inf., 27th Div.
Spratt, Thomas J., musician, Headquarters Co. Band, 303d Eng.
Spratt, William E, Co. G, limited service, Fort Delaware.
Springer, Clifford, seaman gunner, Navy, U. S. S. "Matsonia."
Squadrito, Samuel, 1st class private, 398th Bakery Co., 4th Div.

Squillace Anthony 1st class private, Co. E, 345th Inf., 87th Div.
Stack, Joseph, 105th Inf., 27th Div.
Stahley, William J., 2d class seaman, U. S. Navy, 4th Co., 2d Reg., Pelham Bay.
Staley, Robert.
Stalter, George R., 1st lieutenant, Hospital Med Dept., U. S. Public Health Service.
Stagliano, Francisco.
Standish, John G., Co. C, 312th Field Signal Bat., 87th Div.
Standing, Gordon H.
Staples, R. Haviland, Casual Co., Coast Art., Monroe.
Stapleton, John P., seaman, Navy, U. S. S. "Kroonland."
Stearns, Milo.
Steegmayer, Maximillian F., Headquarters Co., 318th Inf., 80th Div.
Stein, P.
Stein, Samuel, corporal, Co. I, 303d Inf., 76th Div.
Steenberg, William, 1st class private, Co. C, 105th Inf., 27th Div.
Stellato, Peter, 1st class private, Co. E, 345th Inf., 87th Div.
Stenard, Charles W., sergeant, Co. A 347th Inf., 87th Div.
Stenard, Ed C., Jr.
Stenard, Edwin W., 2d class seaman, Naval Reserve, Pelham Bay.
Stenard, Joseph F., 3d Co., 18th Bat., Coast Art., Fort Hancock.
Stephens, Charles A.
Stephenson, Rev., George E. T., chaplain, U. S. Navy, France and Russia.
Stewart, Alben M., pharmacist's mate (3d class), Navy, U. S. S. "North Carolina."
Stewart, John, sapper, Co. C, 2d R. B., Canadian Eng.
Stewart, Roy B.
Stickney, Robert.
St. John, George D., 21st Co., Inf., Fort Slocum.
Stollaci, Peter.
Stopicello, Anthony.
Stowe, Byron W., Jr., Bat. A, 15th Field Art.
Straight, Earl Hoffman, corporal, 302d Co., Tank Corps, 1st Prov. Depot.
Straub, George A., ensign, Navy, U. S. S. "Orion."
Strecker, Werner Campbell, corporal, Co. L, 29th Eng., G. H. Q.
Strope, Oscar G., 1st sergeant, Co. D, 2d N. Y. Inf.
Stuard, Alvin, 3d class pharmacist's mate, Navy, Med. Corps, Fleet Supply Base, Brooklyn.
Styles, William F., mess sergeant, Casual Detach., Inf., Port of Embarkation.
Strikulis, Victor J., Co. E, 306th Inf., 77th Div.
Sullivan, Daniel J., Co. E, F. A., 2d Div.
Sullivan, James Carpenter (warrant), Naval Reserve, Great Lakes Train. Station.
Sullivan, John L.
Sullivan, John R., Machine Gun Co., 346th Inf., 87th Div.
Sullivan, John J., Machine Gun Co., 345th Inf., 87th Div.
Sullivan, Michael F., Co. H, 71st Inf., 11th Div.
Sullivan, Timothy D., 1st class private, Co. C, 105th Inf., 27th Div.
Sullivan, Patrick.
Sunday, Patrick, 1st class petty officer, U. S. Navy.
Suppa, Louis, corporal, Co. G, 22d Inf.
Suppa, Vincent, Headquarters Co., 51st Pioneer Inf.
Suive, Meyer.
Surprise, Joseph, Co. F, Inf., 4th Div.
Swattling, Howard F., Co. D, 105th Inf., 27th Div.
Swattling, T. Howard.
Swartz, Francis S.
Sweeney, Miles P., mechanic, Co. H, 71st Inf., 11th Div.
Sweeney, Cornelius J., corporal, Co. C, 105th Inf., 27th Div.
Sweeney, James.
Sweeney, Frank P., 1st class machinist, U. S. Navy.
Swift, Russell W., coxswain, U. S. Navy, Receiving Ship "Brooklyn."
Swords, Martin, 1st class private, Co. D, 105th Inf., 27th Div.
Switzer, Robert F.
Sylvester, Barton B., corporal, 504th Aero Squadron, U. S. Aviation.
Symbolie, Andrew J., Co. M, 105th Inf. 27th Div.

Tabakian, George, Inf., Training Camp, Va.
Taggart, Edward Joseph, sergeant, 20th F. A., 5th Div.
Taggart, Hugh J., sergeant, 2d Pioneer Inf., Medical Corps.
Talbot, William F., 1st class private, Co. C, 105th Inf., 27th Div.
Tamborina, Joseph.
Tandy, Richard, Co. D, 312th Inf., 78th Div.
Tann, William H., 1st class private, Aviation Sec. of the Sig. Corps, Washington.
Tapinn, Lloyd R., corporal, Co. I, 63d Inf., 11th Div.
Tashjian, Souran Howard, sergeant, Co. B, Am. Train, 11th Div.
Taylor, Alexander J., Co. B, 303 Reg. Eng., 78th Div.
Taylor, Castle, Co. K, 357th Inf., 92d Div.
Taylor, Eugene, 2d lieutenant, Co. M, 356th Inf., 92d Div.
Taylor, Ernest.
Taylor, Harry G., major, Headquarters Co., Military Police, 303d Inf., 78th Div.
Taylor, James R.
Taylor, John Edward, Co. A, 347th Inf., 87th Div.

Taylor, Joseph.
Taylor, William L., 1st class private, Co. G, 367th Inf. 92d Div.
Tefft, Harold E.
Teitsch, John F., Co. C, 379th Tank Corps.
Teleski, Joseph C., 9th Machine Gun Co., 26th Div.
Teller, John.
Telian, Jacob K., 1st class private, Co. H, 147th Inf., 37th Div.
Terk, Samuel.
Terry, Samuel, corporal, Co. C, 31st Field Art.
Testo, James.
Thayer, Fred.
Thiessen, Frederick A., captain, Co. L, 1st Pioneer Inf., Corps Troops.
Thiessen, William H., sergeant, Co. C, 2d Pioneer Inf., 2d Corps Troops.
Thomas, David C., 2d N. Y. Guard, Miller, N. Y.
Thomas, Elmer J., Marine Detach., West Hingham, Mass.
Thomas, Frank J., 156th Inf., Depot Brig.
Thomas, Fred M., drill sergeant, Co. E, 218th Eng., 18th Div.
Thomas, George A.
Thomas, Howard Standish, captain, Coast Art. Corps, Reg. Army, commanding officer, 60th Am. Train.
Thomas, Leo J., seaman, U. S. Naval Reserve, Pelham Bay.
Thomas, Stephen.
Thomas, Vincent, sergeant, Co. G, 303d Eng., 78th Div.
Thomas, Wilbur, U. S. Army.
Thompson, Arthur J., 1st class machinist's mate, U. S. Navy, Aviation Corps, Pensacola, Fla.
Thompson, Arthur C., U. S. Army.
Thompson, Gardner, 30th Service Co. Signal Corps, New York City College.
Thompson, Hobart W., Jr., ensign, U. S. N. R. F., U. S. S. "Denver."
Thornton, Harry J., 2d lieutenant, 83d F. A.
Thornton, John Thomas.
Thornton, William, sergeant, Co. B, 59th Machine Gun Bat., 81st Div.
Thuon, Albert Joseph, 1st class private, Co. H, 71st Inf., 11th Div.
Thuon, Francis, 1st class private, 105th Inf., 27th Div.
Thuron Raymond J., 1st class private, Co. A, 105th Inf., 27th Div.
Tibbitts, Rev. John Knox, Hon. captain in C. E. F., chaplain, Canadian Chaplain Service, 221st Bat., Can. Hosp., No. 1.
Tifft, Harold E., 1st class private, Base Hospital No. 33, 3d Div.
Tifft, Raymond I., Salvage Div., Camp McClellan.
Tillinghast, Theodore.
Tillinghast, C. Whitney, Jr., 1st lieutenant, U. S. Art.
Tilley, Albert C., 2d radio electrician, Navy, U. S. S. C. 354, Sub Chaser No. 1.
Tillison, Bernard.
Tilley, James H., Co. G, 23d Reg., 2d Div.
Timber, Charles, U. S. Navy, Newport News.
Timmers, Dr. G. F., 1st lieutenant, Med. Corps, U. S. Army.
Timpane, John Francis, 2d class radio electrician, U. S. S. "Delaware."
Tinney, Thomas.
Tino, Peter, Quartermaster Corps, U. S. Army.
Tobey, Thomas.
Tobin, Joseph A.
Tobin, Martin J., 1st class private, Co. C, 303d Eng., 78th Div.
Tobin, William F., cook, Medical Dept., Fort McHenry.
Toksvig, F. R.
Toohey, Fred J., yeoman, U. S. Navy, Newport.
Toohey, John T., N. Y. N. G., N. Y. S.
Toohey, William A., sergeant, cavalry, Officers' Training Camp, Louisville.
Toloco, Antonio.
Tower, John J., corporal, Co. D, 105th Inf., 27th Div.
Tomlinson, Arthur Henry.
Town, William L., 1st lieutenant, Eng. Corps and American Red Cross.
Tousley, David.
Tracey, John F., 2d lieutenant, Reg. Army Exchange Dept., Camp Pike.
Tracey, Dennis.
Tracy, Dr. C. E., 1st lieutenant, Medical Dept., U. S. Army.
Tracy, James J., Machine Gun Bat., 87th Div.
Trant, Thomas.
Trantor, Walter Warren, sergeant, Co. C, 7th Am. Train, Reg. Army.
Travers, Patrick Joseph, Co. A, 309th M. G. Bat., 78th Div.
Travis, Carolyn Pearson, nurse, U. S. A., Camp Jackson.
Treanor, James C., corporal, Headquarters Co., 102d Am. Train, 27th Div.
Treanor, John P., lieutenant-colonel, Hudson Valley Zone, Military Training Com., Albany.
Trombley, Alfred E. Co. M, 161st Inf., 41st Div.
Trimble Harry W., sergeant, Bat. D, F. A., 12th Div.
Trombley, Jeremiah, seaman, U. S. Navy.
Trombley, Joseph F., Co. D, 18th Eng.
Trotter, Thomas.
Trotter, William, captain, Med. Reserve Corps, 67th Art., 35th Brigade 1st Army.
Troy, John, 1st class private, Co. H, 71st Inf., 11th Div.
Truax, Delmar W., Mot. Trans. Unit 321.
Trumble, Leo Henry, corporal, Co. C, 105th Inf., 27th Div.

Trumble, Paul Charles, 1st class seaman, Navy, U. S. S. "Arkansas."
Trumpait, Peter, Co. A, 346th Inf., 87th Div.
Tucci, Anthony, Co. A, Inf., 37th Div.
Tucker, Joseph B., 78th Co., 2d Bat., 6th Reg.
Tunney, Thomas C., Co. M, 118th Eng., 16th Div.
Tunison, Cecil W.
Tuntunjian, Charles, Co. B, 347th Inf., 87th Div.
Turner, Fred.
Turner, Joseph Walter.
Turner, Robert.
Turner, William H., Navy, U. S. S. "Kansas."
Turner, William L., Headquarters Co., 105th Inf., 27th Div.
Turpin, Ernest A., cook, Ordnance Dept., U. S. Army.
Tusco, Vincenze.
Tyrrell, John E., Jr., sergeant, 347th Machine Gun Co., 87th Div.
Tymes, Henry W.
Tyrrell, Thomas J., 91st Co., V. S. M. C.
Twigg, George L., 1st lieutenant, 72d Aero Squadron, Aviation.
Tynan, Thomas.

Upton, William H., 45th Co., U. S. Marine Corps, 2d Div.
Uts, Leroy.
Uzewitz, Max, Bat. E, 309th Field Art.

Vale, Thomas Arthur, 2d class seaman, Navy, U. S. S. "George Washington."
Valente, Stephen, 40th Co., Inf.
Vallee, Alexander.
Vallee, Edward.
Vallee, Joseph E., Co. G, 71st Inf., 11th Div.
Van Allen, Albert.
Van Allen, Fred, 72d Field Art.
Van Arnam, George H., seaman, Navy, U. S. S. "Massachusetts."
Van Buren, Alfred L., Co. C, 2d Pioneer Inf.
Vandecar, Charles H., Co. C, 105th Inf., 27th Div.
VanDecar, William A., 1st class private, 51st Co., 5th Reg., U. S. Marines, 2d Div.
Van Deborgart, Harry.
Vandenburgh, Elmer, Navy, U. S. S. "Sacramento."
Vandenburgh, Henry B., U. S. Aviation Corps.
Vandenburgh, Otis A., Jr., 2d lieutenant, 2d Bat., Chemical Warfare Service, Edgewood Arsenal.
Vandenburgh, Roy E., 1st class private, 57th Eng., 12th Div.
Vandecar, Allen, corporal, Co. B, 1st Bat., U. S. Guards.
Van Derbogart, Harry, cook, A. E. F.
Vandercook, Louis E., Co. A, 105th Inf., 27th Div.
VanDervoort, Albert C., Co. C, Signal Corps, New York City College.
VanDerwerken, Clarence J., corporal, Co. I, 303d Inf., 76th Div.
Vanderwerken, John, motor Trans. Corps.
Van Deusen, Edwin H., 1st class private, 304th M. P. C. Co.
Van DeKerckhove, Charles, 45th Balloon Co., Aviation Section.
Van Herke, Leo.
Van Servoort, J. McE.
Van Santvoord, Alexander, private, U. S. Army.
Van Santvoord, Richard S., 36th Balloon Div., U. S. Air Service.
Van Santvoord, George, 2d lieutenant, Co. I, 167th Inf., 42d Div.
Van Santvoord, John G., ensign, U. S. Naval Reserve, Newport.
Vars, Glenen K., lieutenant, U. S. Army.
Van Schoonhoven, Francis Y.
Van Schoonhoven, J. Lansing, captain, Co. B, 105th Inf., 27th Div.
Van Schoonhoven, William, 2d Eng., A. E. F.
VanVeghten, Charles Cluett, U. S. Marine Corps.
Van Vechten, Robert Charles, sergeant, 18th Inf., U. S. Army.
Van Valkenburg, Clyde.
Van Vleck, Louis.
Vaugan, Ernest, Co. F, 345th Inf., 87th Div.
Vannier, Walter E.
Vaughn, Hilda R., nurse, U. S. A., Fort Ethan Allen.
Vaughn, Patrick, Navy, U. S. S. "Harrisburg."
Vazzanna, Sylvester, Co. B, 347th Inf., 87th Div.
Vischa, Edward J., 1st class private, Co. F, 7th Field Art., 1st Div.
Verre, Dominick.
Vickery, Herbert A.
Vickers, Thomas A., sergeant, Sanitary Detach., 105th Inf., 27th Div.
Viger, Joseph A., sergeant, 307th Aero Squadron, U. S. Air Service.
Vines, Albert Thomas, regimental sergeant-major, Headquarters Co.
Vinokoroff, Emanuel, 1st lieutenant, Co. D, 1st Bat., U. S. Guards.
Viola, Salvadore, Co. E, Inf., 77th Div.
Vischo, Vincenzo.
Viviano, Frank, Co. H, 1st Pioneer Inf.
Volpe, Joseph, Bugler, 17th Co., Art., Fort Greble.
Vogel, Chester.
Von Fricken, Edward, Co. L, Inf., 77th Div.
Vosburgh, William W., 22d Co., Inf., 31st Div.
Vozzana, Sylvester.

Waddell, James E., chief machinist's mate, U. S. Navy, Charleston.
Wade, William J., U. S. Navy.
Wadelska, George.
Wagar, Clifford S., 1st class fireman, Navy, U. S. S. "Cuyama."
Wagar, LeGrand C., Officers' Training Camp, Camp Lee.
Wagar, William N., 1st class private, Co. H, 2d Pioneer, Inf., 2d Army Corps.
Wagoner, Stanley.
Waldron, Michael J., 1st class private, 318th Fire Guard Co., Camp Hill.
Wates, Edward M., corporal, Inf., U. S. Aviation Section, Washington.
Walker, George W., sergeant, Co. E, 303d Inf.
Walker, Irene M., 1st class yeoman, U. S. Navy Newport.
Walker, Leslie J., Co. D, 71st Inf., 11th Div.
Walker, Joseph.
Walker, William, seaman, U. S. Navy .
Wallace, James E., Med. Dept., Base Hospital No. 33.
Wallen, Ralph Oscar, enroute to Camp Humphreys.
Walls, William H.
Wallis, Arthur C.
Walsh, Charles, Co. C, 105th Inf., 27th Div.
Walsh, Ed. J., Jr., 101st Co., U. S. Marines.
Walsh, Frank.
Walsh, Joseph L., mechanic, Machine Gun Co., 34th Inf., 87th Div.
Walsh, Joseph John, 345th Inf.
Walsh, John E., 329th Tank Corps, 42d Div.
Walsh, Frank J.
Walsh, James P., Co. I, 317th Inf., 80th Div.
Walsh, John B.
Walsh, John H., Co. A, 310th Inf., 78th Div.
Walsh, John H., sergeant, 51st Balloon Co., U. S. Aviation Corps.
Walsh, Michael T., ordnance sergeant, Bat. F. 12th Reg., Field Art., 1st Div.
Walsh, Richard M.
Walsh, H. J., 1st class private, Co. E, 102d Eng., 27th Div.
Walsh, William, corporal, Co. E, 11th Eng., 2d Div.
Walsh, W. I., 1st lieutenant, Med Dept., U. S. Army.
Walsh, William J., corporal, 63d Co., Inf.
Walther, George F., 7th Co., 157th Depot Brigade.
Walters, James.
Walters, Joseph.
Walter, Thomas, wagoner, Supply Co., 105th Inf., 27th Div.
Walters, Leo.
Wappleis, Louis, 4th Co., 157th D. B., Q. M. C.
Ward, Henry, machine gun tender, Headquarters Co. No. 1, Camp Hancock.
Ward, James F., corporal, 59th Am. Train.
Ward, Theodore S., U. S. Aviation Corps.
Ward, John Henry, sergeant, Service Bat., 326th Headquarters Det., 83d Div.
Ward, William J.
Warner, Charles M.
Warner, Fay S., corporal, Co. F, Supply Train, 302d Motor Trans., 77th Div.
Warnette, William.
Warnken, Jacob, 1st class private, Headquarters Co., 303d Inf., and Co. D, 301st Military Police Co., 76th Div.
Warden, David S.
Warnock, George B.
Warnock, Daniel J., Co. G, Inf., 78th Div.
Warren, Chester I.
Warren Clyde.
Waterman, Donald F., 347th Inf., 87th Div.
Waterman, Frank, 1st class private, Co. C, 105th Inf., 27th Div.
Waterman, Fred.
Waters, Daniel F., 1st class private, Co. H, 71st Inf., 11th Div.
Waters, Jesse.
Waters, Joseph G., 1st class private, Co. G, Inf., 59th Div.
Waters, John J., 1st class sergeant, Co. A, 346th Bat., Tank Corps.
Waters, Thomas F., cook, Co. C, 105th Inf., 27th Div.
Watson, Charles E., 615th Aero Squadron, Air Service.
Watson, Charles H., 1st class private, Service Park Unit 361, 42d Div., M. T. Corps.
Watson, Frank E., corporal, Co. D, 105th Inf., 27th Div.
Watson, George F., Co. C, 105th Inf., 27th Div.
Watson, William.
Wattenberg, Morris, 1st class private, Headquarters Co., Signal Corps, 54th Inf., 6th Div.
Waugh, James, 1st class private, Co. D, 105th Inf., 27th Div.
Weaver, Joseph.
Weaver, William J., Co. D, 28th Inf., 2d Div.
Weber, Frank J., corporal, 144th Aero Squadron, A. S. M. School.
Webb, H. Stewart, Co. D, M. P., 229th Inf.
Weber, Fred, 1st class seaman, Navy, U. S. S. "Superior."
Weber, Leonard C., 1st lieutenant, Headquarters Co., 68th F. A., 107th Brigade.
Webster, Dr. C., 1st lieutenant, Medical Dept., U. S. Army.
Webster, Howard J., 1st class private, Co. D., Headquarters Co., 105th Inf., 27th Div., 2d Corps.
Webster, George.
Webster, Raymond L., 19th Co., 154th Depot Brigade.

Weed, Ralph E., lieutenant, junior grade, Navy, Ammunition Supply and Transfer Service, U. S. S. "Metcutius."
Weidenbacher, Frank J., U. S. Navy, Receiving Ship, Brooklyn Navy Yard.
Weidenbacher, Joseph F., Co. H, Military Police, 2d Pioneer Inf.
Weidenbacher, William J., Co. K, 2d Pioneer Inf.
Weigel, William H., 1st class private, 4th Co., 12th Reg., H. A.
Weinette, William P.
Weir, Edward, Co. D, 105th Inf., 27th Div.
Weiner, J.
Weingartner, Charles E., 24th Spruce Squadron, U. S. Air Service.
Weinstein, Isadore, 2d class seaman, Navy, Pelham Bay.
Weisenforth, Albert Joseph, corporal, 321st Co., Motor Trans. Corps.
Weiss, Adam Bernard, 2d class seaman, Navy, U. S. S. "Wanevia."
Weiss, Bernard, Co. F, 102d Eng., 27th Div.
Weiss, Matthew J., Headquarters Co., 320th Inf., 80th Div.
Weiss, Samuel B.
Welch, Edward J., horseshoer, Signal Co., 26th Div.
Welch, Wesley M.
Welch, William F., 1st class private, Bat. D, 3d Field Art., 6th Div.
Welcome, Charles, Co. A, 13th Bat., Inf.
Welling, Frank, 1st class private, Co. H, 71st Inf., 11th Div.
Wells, Edward C., sergeant, Bat. D, 7th Reg., Field Art.
Wells, H. LeGrand, 2d lieutenant, quartermaster, 7th Army Corps.
Wellworth, James.
Wellworth, John, corporal, Student Officers' Train. Corps, Holy Cross College.
Wellworth, Thomas I.
Wellworth, James A., 2d Co., Coast Art., Fort Howard.
Wellington, Arthur E., staff sergeant, Dispensary, Transport Service.
Wellington, Barrett.
Wemette, Henry.
Wemette, William J., Supply Co., 87th Div.
Wemett, Herbert, cook, Supply Co., 105th Inf., 27th Div.
Wendell, George Francis, Co. L, Depot Brigade, Camp Upton.
Wertheimer, Joseph.
Wertheim, Milton A., Co. D, 312th Inf., 78th Div.
West, Franklin.
West, Webster F., Co. G, 22d Inf.
Westbrook, Robert J.
Westbrook, William W., sergeant, Chem. Warfare Service, Camp Kendrick.
Whalen, John F.
Whalen, Joseph, Inf., Spartanburg, S. C.
Whalen, Joseph J., 1st class private, Co. M, 105th Inf., 27th Div.
Whalen, James.
Whalen, Leo H.
Whalen, Thomas W., wagoner, Supply Co., 105th Inf., 27th Div.
Whalen, Michael.
Whalen, Philip J.
Whaley, Gilbert, corporal, 36th Field Art., Med. Det., 12th Plymouth Div.
Whealen, Thomas.
Wheeler, Amelia S., nurse, U. S. A., France.
Wheeler, Dr. A. H., 1st lieutenant, Med. Dept., U. S. Army.
Wheeler, Jasper N., 1st class private, U. S. Coast Art., Fort McKinley.
Wheeler, C. Clark, sergeant, U. S. Motor Truck Corps.
Wheeler, Joseph F., U. S. Army, Camp Raritan.
Wheeler, Robert J., Co. F, 2d Pioneer Inf.
Wheeler, Thomas E., 1st class seaman, U. S. Navy.
Whelan, John T., Co. D, 105th Inf., 27th Div.
Whelan, Michael.
Whimple, Edward J., seaman, U. S. Navy, Brooklyn Navy Yard.
Whimple, Walter, 1st class private, Headquarters Co., 105th Inf., 27th Div.
Whiting, Sanford P., master signal electrician, 318th Field Signal Bat.
White, Cecil.
White, D.
White, Edward J., 1st class electrician, U. S. Navy.
White, Floyd.
White, William, 1st sergeant, 4th Casual Co., Inf., 1st Prov. Reg., Camp Hancock.
White, Thomas.
Whitehead, Dr. I. C., 1st lieutenant, Med. Dept., U. S. Army.
Whitehouse, Frank V., 1st class private, 318th Field Signal Bat., A. E. F.
Whitehouse, William, seaman, U. S. Navy.
Whitelegg, Rudolph, captain, staff officer, U. S. A.
Whitman, Irving, Co. D, 71st Inf., 11th Div.
Whitman, Fred.
Whitford, Leslie E.
Wier, Clarence.
Wiesenforth, Joseph, 1st class private, Co. G, 2d Pioneer Inf., 2d Army Corps.
Wiebensen, John J.
Wilbur, Jesse B., 1st lieutenant, U. S. Aviation Corps, Selfridge Field.
Widstraut, Oscar.
Wilbur, Ronald G., Machine Gun Bat., 346th Inf., 87th Div.
Wiggins, Fritz.
Wilford, A. LeForester, sergeant, U. S. Marine Corps, Philadelphia.

Wilford, John.
Wilcox, Marinus B., corporal, Co. S, 21st Eng., Fort Benjamin Harrison.
Wilcox, J. H.
Wilcox, Earl J.
Wilcox, Marinus B., Co. D, 21st Eng., 7th Reg.
Wilkes, Charles.
Wilkes, Fred George, Co. D, 57th Eng., 12th Div.
Willard, George, Sr., seaman, U. S. Merchant Marine.
Willetts, Carolyn, army nurse, U. S. A., Red Cross, Tuberculosis Hospital, New Haven, Conn.
Willetts, James J., Co. B, 11th Am. Train, 11th Div.
Wiley, Earl John, 2d lieutenant, Quartermaster Corps, Camp Joseph E. Johnston.
Wiley, Richard Walter, 1st class yeoman, U. S. Navy.
Wilford, John F., Co. G, 2d Pioneer Inf.
Willi, Frank, Co. A, 301st Eng.
Willetts, Walter, sergeant, Co. M, 105th Inf., 27th Div.
Willetts, Herbert, Amb Co. 107, 102d Sanitary Train, 27th Div.
Williams, C. Frank.
Williams, Francis J., 1st class private, Co. D, 16th Bat., U. S. Guards.
Williams, Harvey.
Williams, James.
Williams, Fred.
Williamson, Robert D., 1st lieutenant, Headquarters Co., 54th Inf., 2d Bat.; 105th Inf., 27th Div.
Willsey, Nelson F., N. Y. S. Guards, West Waterford, N. Y.
Wilson, Bradley.
Wilson, Clifford, corporal, Eng. Corps, Camp Jackson.
Wilson, Harold.
Wilson, George A., Navy, U. S. S. submarine chaser.
Wilson, Dr. G. T., 1st lieutenant, Med. Corps, U. S. Army.
Wilson, Samuel Minuet, enroute Camp Humpheys.
Wilson, Warren, cook, 3d Naval District, U. S. Naval Base, N. Y.
Wilson, William J., mechanic, U. S. Aviation Corps, Kelly Field.
Wilson, Warren W., 2d class cook, U. S. Naval Militia, North Tarrytown.
Wineck, Morris S., 1st lieutenant, Med. Corps, Camp Hospital No. 34.
Winkler, Fred, Jr.
Winler, Ferdinand, corporal, U. S. Marine Corps.
Winne, Clinton, 1st class musician, Headquarters Co., 27th Div.
Winegartner, George.
Winston, Martin Francis, Co. B, 16th Co., Medical Corps, Camp Sevier.
Witchie, William F., Art. Replacement Co., Camp Hill.
Wittman, George L., Medical Field Art., 309th Headquarters Co., 78th and 3d Div.
Witman, John.
Witman, Israel.
Wittman, George L., 1st class private, Co. B, Med. Dept., Gen. Hospital, Washington.
Wirted, John.
Wixted, John J., corporal, Co. C, Field Sig. Bat. Signal Corps, 105th Inf., 27th Div.
Wisenforth, Joseph W.
Wolf, Edward W., Jr., Evacuation Hospital, France.
Wolf, Frederick P., Bat. B, 146th F. A., Army of Occupation.
Woods, Frank.
Wood, Engene.
Wood, Griffith R., sergeant, Supply Co., 5th Reg., U. S. Marine Corps, 2d Div.
Wood, Walter B., 75th Co., 6th Reg., U. S. Marine Corps, 2d Div.
Wood, Harold B., 1st class private, Med. Dept., U. S. A., Evacuation Hosp. No. 8.
Woodruff, George.
Woodward, Burton K., U. S. Navy.
Woinbucker, Peter.
Wright, Charles.
Wright, Roy E., sergeant, Headquarters Co., 105th Inf., 27th Div.
Wright, Sylvester, 1st class private, Headquarters Co., 105th Inf., 27th Div.
Wylie, William.
Wyzino, Frank, Polish Army.

Yakel, George J., 34th Co., Inf., 153d D. B., Camp Dix.
Yates, John A.
Yession, Hagi, wagoner, Supply Co., 105th Inf., 27th Div.
Yenne, Charles F., corporal, Co. B, 2d Pioneer Inf.
Yetto, Charles W.
Young, Gavin, A. Mc., Machine Gun Co., 27th Div.
Young, Henry R.
Young, Harry Eddy, corporal, Co. D, 71st Inf., 11th Div.
Young, Mon.
Young, Ray H., Co. B, Military Police, 11th Div.
Young, Thomas L.
Youse, James.
York, Thomas Francis, 33d Co., 9th Training Bat., Camp Lee.

Zahn, Arthur W.
Zahaske, John.
Zeh, Ralph.
Zeiser, Albert.
Zeiser, Leo, U. S. Navy.
Zinnonwitz, William Saul.
Zitto, Arthur.

ADDENDA—WAR LISTS

HONOR ROLL

Blum, William, Co. G, 71st Inf.; drowned September 9, 1918.
Hamilton, James A., sergeant, Co. M, 105th Inf., 27th Div.
Higgins, John A., Co. B, 105th Inf. 27th Div.
Mealy, Leslie A., 302d Fire and Guard Squadron, Hoboken, N. J.
Moore, Richard C., wagoner, 3d Anti-Aircraft.
Turner, William B., Co. M, 105th Inf., 27th Div.
Valliare, Ernest, 1st Div.; killed St. Degier sector, October 17, 1918.

Hoosick

Kling, Walter, Co. M, 105th Inf., 27th Div.

GENERAL LIST OF SERVICE MEN

Bolles, Nathan W., sergt., Co. A, 105th Inf.
Cane, James S., sergeant, Co. C. 5th Machine Gun Bat.
Christman, Spencer, Hdqs. Co., 105th Inf., 27th Div.
Deneen, John, corporal, Co. C, 105th Inf., 27th Div.
Dunspaugh, George R., captain, 106th Inf., 27th Div.
Flood, John Vincent, lieutenant, Co. C. 308th Inf.
Gormley, Robert J., sergeant, Co. A, 105th Inf., 27th Div.
Howland, Sylvester J. Co. B, 105th Inf., 27th Div.
Lavin H. Kenneth, 248th Inf.
Lucey, John H., 43d Co., 5th Marines.
McDonald, H. P., lieutenant, Royal Air Squad., Canadian Expeditionary Forces.
Matson, Leon R., sergeant, Co. M, 105th Inf., 27th Div.
Morgan, George, Co. A, 105th Inf., 27th Div.
Olsen, Harold E., corporal, Signal Platoon, 107th Inf.
Peterson, Arthur M., Co. D, 2d Anti-Aircraft M. G. Bat.
Reilly, Harold V., corporal, Co. C, 105th Inf., 27th Div.
Reynolds, Joseph F., Co. C, 105th Inf.
Schermerhorn, C. Earl, lieutenant, Co. D, 105th Inf., 27th Div.
Selafoni, Anthony, Co. A., 105th Inf., 27th Div.
Sheehan, Daniel H., 51st Co., 5th Marines.
Taylor, William A., colonel, 106th Inf., 27th Div.
Trumble, Roscoe B., captain, Supply Co., 105th Inf., 27th Div.
Ulrich, William, sergeant-major, U. S. M. C.
Walsh, Edward, Co. C, 105th Inf., 27th Div.
Wallington, Arthur E., sergeant, Canadian Expeditionary Forces.

INDEX

HISTORICAL INDEX

Adams, John D., as to banks of Troy, 605-06.
Adirondacks, Naming of, 17.
African Methodist Episcopal Church, 129, 317, 343.
Albany, fort on site of, 42.
Alms House, 166.
Alps, village, 102.
American Legion, The, 444.
Anti-Rent War, 48-49, 104.
Architecture of Troy, 360-64.
Armories, State and others, 671-72.
Army of the North, Encampment, 174.
Art and Artists of Troy: 353-64; collectors of, in Troy, 353-356; portraits, 357; sculpture, 360; architecture, 360-64; windows and mosaics, 364; furniture, 364.
Arthur, Chester A., United States President, at one time a teacher in Rensselaer County, 91.
Ashley, Stephen, tavern-keeper, 135, 146, 678.
Averill Park, suburb, 107.

Babies' Milk Station, Troy, 433.
Bands and Orchestras of Troy, 381-83, 384.
Bank of D. Powers & Sons, Lansingburgh, 603.
Bank of Troy, 595.
Banks and Finance: 591-610; at Hoosick Falls, 94; at Lansingburgh, 127, 129, 130; at Troy, 591-608; use of Spanish coin, 592; panic of 1814, 596; financial depression of 1837, 599; run on bank caused by death in street, 602; other financial depressions, 604; chronology of Troy banks, 605; officers of Troy's seven banks, 607-08; building, loan and savings associations, 608-10.
Baptist Church: Lansingburgh, 125, 317; Pittstown, 314 Steventown, 314; Walloomsac, 315; Mapleton, 315; Hoosick Corners, 315; Troy, 328-29, 332-33, 340-42.
Baptist Church of Christ, Berlin, 314.
Barberville, 108.
Barge Canal System, 567-68.
Baseball in Troy, 699-702.
Basketball, 702.
Bath-on-the-Hudson, 112, 114.
Beach, William Augustus, lawyer; and sons, Miles and William A., 480.
Beaver Skins: Early trading medium, 54.
Bells of Troy, 621-23.
Bench and Bar; see Legal Fraternity.
Bennington Battery, 79-81.
Bennington Mob, in boundary dispute, 97.
Berlin, town of, 100, 115, 157.
Berlin, village, 100.
Best, village, 111.
Bethesda Home, 432.
Black, Governor Frank S., 482.
Block, Adriaen, navigator, 41.
Bloommaert, Samuel, early patroon, 44.
Bounty Jumpers, 233.
Boy Scouts: The first in U. S., 420.
Boyntonville, 96.
Brainard, Rev. David, missionary, 101.
Brainard, village, 101, 102.
Brickmaking in Troy, 141.
Bridges at Troy, 2, 564.
Brimmer Family: Troubled by Indians, 61-62.
Brunswick Center, 103.
Brunswick, town of, 102-04, 115, 157.
Brunswick village, 103.
Building Loan and Savings Associations, 608-10.
Burden, Henry, 615-17, 678.
Burden Iron Company, 617.
Buskirk, village, 93.
Bussey, McLeod & Company, 620-21.

Carr, Joseph Bradford, major-general, 198-200, 237.
Castle Island, fort on, 41, 42.
Castleton, village, 99.
Catholic (Roman) Church: at Lansingburgh, 129, 317; at Troy, 323-25, 330, 331, 336-37, 348-51.
Cemeteries, 672-74.
Centennial Celebrations, 675-76, 681.
Center Berlin, village, 100.
Central Bank of Troy, 601.
Central Nassau, village, 102.
Chamber of Commerce, Troy, 409-11.
Champlain Canal, 567.
Christiaensen, Hendrick, navigator, 41, 42.
Christian Science Church at Troy, 353-54.
Chronology of Troy Banks, 605-06.
Churches (see also denominational classifications): at Lansingburgh, 125, 126, 315-18; (Greenbush) city of Rensselaer, 312; St. Croix, 312; Schodack Landing, 313; Schaghticoke, 313; Nassau, 313; North Petersburgh, 314; Pittstown, 314; Stephentown, 314; Berlin, 314; Sand Lake, 314; West Sand Lake, 314; West Brunswick, 315; Waloomsac, 315; Waite's Corner, 315; Mapleton, 315; Hoosick Corners, 315; Troy, 318-54.
Churches of County, by denominations: Dutch Reformed, 125, 311-14, 315, 319; Lutheran, 314, 315, 352; Quaker, 314, 334-35; Baptist, 125, 314, 315, 317, 328, 332-33; 240-42; Presbyterian, 125, 313, 314, 316, 317, 319-22, 327-28, 331, 337-40; Presbyterian, Scotch seceders, 316;

Methodist Episcopal, 316, 333-34, 335-36, 342-44; Protestant Episcopal, 317, 325-26, 329, 330, 342-44; Universalist, 317, 336; Roman Catholic, 129, 317, 323-25, 330, 331, 336, 348-51; Union Church, 317, African Methodist Episcopal, 317, 343; Free Methodist, 318; Unitarian, 351; Church of Christ, 351; Jewish, 352-53; Congregational, 353; Church of Christ Scientist, 353-54; other churches, 354.
Church Home of the city of Troy, 427.
Church of Christ at Troy, 351.
Civic Organizations: of Troy, 409-21; Chamber of Commerce, 409-11; ward and community leagues and associations, 412-14 Rotary Club, 414; Patent Teachers' Assn., 415-16; School Savings Club, 416; Playground Assn., 416-18; Women's Club, 419-20; first troop of Boy Scouts, in America, 420; City Planning Commission, 420-21.
Civil War: Lansingburgh's record in, 129-30; Rensselaer County in, 178-201; Troy in, 221-40; physicians in, 454.
Clowes, Thomas, surrogate, 480.
Clubs of Troy, 437-39.
Cluett, Peabody & Company, 638-40.
Clum's Corners, village, 103.
Cohoes, 2.
Cohoes Falls, 1.
Coke and Gas Plant, 617-18.
Collar Industry: 631-49; basic inventions, 631-33; first factory, 633; evolution of collar button, 634; Troy Laundry, 634; introduction of machinery, 635; advent of sewing machine, 636; early manufacturers, 637; existing companies, 637-43; intricate processes, 643-44; from cloth to finished collar, 644-47; collar museum, 647-48; tariff bill, 648.
Commerce, by water: 555-74; first ferry, 556; water travel to New York, 1785, 559; first steamboats, 560; steamboat accidents, 561-62; early ferries, 562; bridges, 564-65; State canals, 567-60; Deeper Hudson movement, 569; freight lines, 570; harbor and docks, 571-72; commercial and industrial future, 573.
Commercial Bank of Troy, 598.
Concerts in Troy, 380.
Congregational Church, Troy, 353.
Cooksborough, village, 96.
Corbett, Sergeant "Boston," shoots John Wilkes Booth, 236.
Corliss, Coon & Company, 638.
Council Fire of the Mohicans at Schodack, 11, 33.
Counties, Division of, 158.
Court Houses of County, 162-65.
Courts and Lawyers, see Legal Fraternity.
Couse, village, 111.
Cropseyville, 103.
Cushman, John Paine, lawyer, 475.

Daughters of the American Revolution, 444.
Day Home in Troy, 427-28.
De Friestville, or De Friesville (originally Blooming Grove), 112.
De Laet, John, historian and early patroon, 44, 51.
De Laet's Burg, now Rensselaer City, 112, 113.
De Reue, Gerrit Teunis, pioneer settler, 109.
Deborah Powers Home for Old Ladies, 429.
Dentistry in Rensselaer County, 468-69.
Diamond Rock, Legend of, 21-26.
Dickinson, Hon. John D., lawyer, 143.
Dickop's Huis, Loggerhead's House in North Greenbush, 111.
Dongan's Patent, 48.
Drafts for War Service: during Civil War, 230-33; during World War, 258-59.
Draft Riots in 1863 in Troy, 508-09.
Dunham Hollow, village, 97,102.
Dutch Church, the first, 311-12.
Dutch East India Company, 41.
Dutch Reformed Church: at Lansingburgh, 125, 315; Rensselaerswyck, 312; Greenbush, 312; Tiashoke, 312; St. Croix, 312; Schodack Landing, 313; Nassau, 313; Pittstown, 314; Troy, 319.

Eagle Bridge, village, 93.
Eagle Mills, village, 103.
Earl & Wilson, manufacturers, 638.
East Brunswick, village (Rock Hollow), 103.
East Grafton, 105.
East Greenbush, town of, 109-11, 115, 157, 171.
East Greenbush, village, 111.
East Hollow, village, 98.
East Nassau, village, 102.
East Pittstown, village, 96.
East Poestenkill (originally Columbia), village, 108.
Eaton, Professor Amos, prominent educator, 269-70, 677.
Educational History, see Schools.
Eighth Brigade of Infantry, 173.
Elks, Benevolent and Protective Order of, 95, 442-43.
Ellsworth, Col. Elmer E., 228.
Emma Willard School, 275-80.
Episcopal Church: at Lansingburgh, 125, 317, 329, 336; at Troy, 325-26, 330, 335-36, 344-47.
Erie Canal, 567.
Evangelical Lutheran Church, Center Brunswick, 315.

Factory Hollow, village, 96.
Fairs of Rensselaer County, 166.
Farmers' Bank, the first in Troy, 594.
Ferguson Collar Company, The C. W., 642.
Ferries, Early: at Rensselaer, 113; at Troy (Ashley's), 134, 135, 556, 561-65.
Financial Depression during Civil War, 229, 235.

Fire Department: 513-53; honored dead, 515, 525, 535, 538-39; early organization of, 515-17; hook and ladder, 517-18; districts created, 518; rules, 519-21; hydrants to replace old pump, 521; charities and salaries, 522; first parade, 525-26; fire of 1854, 526; Trojan hooks, 527-28; at Albany muster, 529; fights in, 529; steam engines, 531-36; volunteers in Civil War, 536; fire of 1862, 537; alarm telegraph, 539-40; Exempt Firemen's Assn., 541; wagon for chief, 541-42; death of Chief Byron, 543; chief engineers, 544-45; disastrous fires, 545-52; department motorized, 552; headquarters, 552; census of 1924, 553.
First Battalion Artillery, 2d Brigade, 173.
First Happenings, Some of the Interesting: white men on Hudson River, 29-40; treaty with Indians, 42; white man in Rensselaer County, 51; trading medium, 54; merchant in Troy, 135; college of science and engineering in any English-speaking country, 267; school in world for higher education of women, 275; school in Troy, 282; evening schools, 286; some school firsts, 287; free school in State, 297; meeting house in county, 313; troop of Boy Scouts in America, 420; newspaper in county, 488; piano manufactured in Troy, 706.
First National Bank, Hoosick Falls, 94.
First white man in county, 51.
Floods in Troy, 151-52.
Fort Crailo, oldest building in United States, 46, 65-67.
Fort Nassau, 42.
Fort Stanwix, 75.
Four-Minute Men, 257.
Fox Cracker Factory at Lansingburgh, 126.
Fraternal Organizations: Masonic, 94, 125, 128, 129, 439-42; Odd Fellows, 94, 442; Elks, 442-43; Knights of Columbus, 443; other bodies, 443-44.
Free Methodist Church at Lansingburgh, 318.
Free School, first in State of N. Y., 297.
French and Indian Wars, 57-58, 60.
Fresh Air Home, the "Troy Times," 105, 431-32.
Fuller & Warren Company, 618-20.
Fur Trade, Early Establishment of, 41, 42.
Furniture, some artistic creations by Henry Galusha in Troy, 364.

Gale, Dr. Samuel, first physician in Troy, 448.
Garfield, President James A., 108-09.
Garfield, village, 97.
Genet, Edmund Charles, diplomatist, 110.
Geology of county, 4-5.
German Singing Societies, 377-78.
Glass House, village (Rensselaer), 107.
Glassmaking at Sand Lake, 106-07.
Globe Ventilator Company, 630.
Godyn, Samuel, patroon, 44.
Gorton, Benjamin, the *Beau Brummel* of Troy, 323.
Gould, George, jurist, 477.
Grafton Center, 105.
Grafton, town of, 104-05, 115, 157, 171.
Grand Army of the Republic, 444.
Grant Hollow, village, 91.
Greenbush, town of, 89, 109, 113, 312.
Green Island, 2.
Griswold, John A., a guarantor of the *Monitor*, 209, 678.
Groenen Bosch (Greenbush), 112.
Guardian Angel Home and Industrial School, 429.

Hall Hartwell & Company, 641.
Hampshire Grants, boundary controversy, 55-57.
Hanks, Julius, bell founder, 622.
Haver Island, 60.
Haynerville, 103.
Hebrews of County—see Jews.
Hills Hollow, village, 98,
Hoag's Corners, village, 102.
Home of Aged Poor, 428.
Hoosick Country Club, 94.
Hoosick Corners, village, 93.
Hoosick Falls, 93-95.
Hoosick Junction, village, 93.
Hoosick, town of, 92, 93, 94-95, 115, 117, 157, 170.
Hoosick, Valley of the, 5-6.
Horseshoe Industry, world-famous, 615-17.
Hospitals: of Troy, 457-59; of Lansingburgh, 461-62; of county, 463-64.
Howard Trust & Banking Company, 598.
Howard, Wesley O., jurist, 484.
Hudson-Fulton Celebration, 680-81.
Hudson, Henry, navigator, 29, 31-37, 38, 90.
Hudson River: 1-2; discovery of, 29-40; proposed deepening of, 137.
Hudson Valley Dental Society, 468.

Ide & Company, Geo. P., collar mfrs., 640.
Indian History: 9-28; council fire, 11; villages on site of Troy, 11; a Mohican tradition, 12; Uncas driven away, 12; during Revolution, 14; Mohawk Trail, 14-16; customs, 16, 17-18; land purchases, 20; nomenclature, 20-21; the legend of Diamond Rock, 21-26; of Poestenkill, 26-28; first treaty, 42; Dutch friendly with, 53; colonial days, 54; French and Indian wars, 57-58; marauders, 59-62; the Schaghticoke, 62-64; the Peace Tree, 63.
Industrial Building Loan and Savings Association of Troy, 600.
Industries: of Schaghticoke, 91; Hoosick Falls, 95; Brunswick, 103-04; Sand Lake, 106-07; Rensselaer City, 114-15; Lansingburgh, 126, 127-28, 130; Troy, 141-42 154, 611-49.
Industries of Troy: 611-49; statistical tables, 612; world-famed products, 612-13; early manufactures, 614; horse shoes,

615-17; coke and gas, 617; stone, 618-21; steel, 621; bells, 621-23; engineers and surveyors' instruments, 623-24; knitting, 624-25; valves, 625; fire bricks, 625-26; brushes, 626; automobiles, 626; paper and paper boxes, 627-28; Watervliet Arsenal, 628; clothing, 629; secret process currency ink, 629; coin making machine, 630; Rail Joint Company, 630; Globe ventilators, 630; collars, 631-49.
Ingalls, Charles R., jurist, 476.
Iron products of H. Burden & Sons' plant, 615-17.
Ive's Corners, village, 108.

Jails of County, 162-65.
Jewish Synagogues of Troy, 353; Hebrew charities, 433-34.
Johnsonville, 96.
Juet, the Journal of Robert, 34-35.
Juscumcatick, Indian name for Greenbush, 109.

Kathleen Mavourneen, composed by Troy resident, 116-17.
King, Harvey J. and Edwin A., 484.
Kiwanis Club, of Troy, 415.
Knickerbacker Family, early settlers, 90.
Knights of Columbus, 95, 443.
Knikkerbakker, Herman, the "Prince of Schaghticoke," 473.

La Salle Institute, 307.
Lakeview Sanitarium, 166.
Lafayette, the Marquis de, visits Lansingburgh, 128; Troy, 684-87.
Landslides, from Mount Ida, 149-50.
Lansingburgh, town of: 89, 119-132, 135; during Revolution, 122-23, 168-69; postal service, 123; village, 124; population, 125, 131; newspapers, 126, 131; becomes part of Troy Township, 126; War of 1812, 126; schools, 127, 129, 130, 131, 295-99; Lansingburgh a century ago, 128; fraternal bodies, 125, 128, 129, 439; reception of Lafayette, 128; in Civil War, 129-30; incorporated with Troy, 132; an early Declaration of Independence, 168; churches of, 125, 129, 315-18; hospital, 461-62; newspapers, 488-91, 494; police of, 508; banks, 127, 129, 130, 131, 602, 603, 604.
Lansingburgh Academy, 296.
Legal Fraternity of Rensselaer County: 471-86; first court session, 160, 471-72; in Troy, 472; court houses, 162-65; earliest lawyers, 472; prominent lawyers, 473-85; Bar Association, 485; Law Library, 485.
Leonard Hospital, Lansingburgh, 461-62.
Liberty Loans, 257-58.
Libraries: at Sand Lake, 106; Troy School, 286; Troy Public, 670-71.
Lincoln, Abraham, 239-40; 688.
Lion Factory, 640-41.
Literature in Troy, 365-72.
Little Hoosick Valley, 4.
Luther Village, 111.
Lutheran Church: at Nassau, 313; Petersburgh, 314; Sand Lake, 314; West Sand Lake, 314; Troy, 352.

McConiche, Isaac, jurist; and John, general, 477.
McDonough, Commodore Thomas, 126-27.
Manor of Rensselaerwyck (see also Rensselaerswyck), 43-49, 67.
Manufacturers' Bank, Troy, 600, 608.
Marcy, Hon. William Learned, governor, 105, 474, 679.
Market Bank of Troy, 601.
Markets, Public, 667-69.
Marryat, Captain Frederick, novelist, visits Troy, 154.
Marshall Infirmary, 466-67.
Martha Memorial House, 429.
Marvin & Company, E. W., 640.
Marvin, Dwight, as to art and literature, 353.
Mary Warren Free Institute, 299.
Masonic Organizations: Hoosick Falls, 94; Lansingburgh, 125, 128, 129, 439, 440; Troy, 440; other places, 440-42.
Mayors of Troy, 665.
Medical Profession of Rensselaer County: 447-69; pioneer doctors, 447-50; medical society formed, 450; prominent early physicians, 451-54; Civil War record, 454; present-day practitioners, 455-56; physicians in World War, 456; hospitals and staffs, 457-67; Public Health Station, 467-68.
Melrose, village, 91.
Memorial Park (on battle ground at Walloomsac), 86-87.
Meneeley Bell Company, 622, 623.
Merchants' and Mechanics' Bank, Troy, 597.
Methodist Episcopal Church: Lansingburgh, 126, 316; Troy, 333-34, 342-44.
Mey, Cornelius Jacobsen, navigator, 41.
Military Record: Troy units in Civil War, 227: Decorations of World War, 260-64; World War lists, 709-768 (Appendix).
Miller's Corners, village, 102.
Minuit, Pieter, first Director-General of New Netherland, 44, 46, 55.
Mohawk River, 1, 2, 6.
Mohawk and Hudson River Humane Society, 430.
Mohawk Trail, 5, 10.
Monemius Castle, Indian fortification, 40.
Monitor, The: 209-20; parts made in Troy, 209.
Montague, Mrs. Hannah Lord, who made first detachable shirt collar, 631-33; 670.
Montague & Granger, pioneer collar manufacturers, 633.
Monuments to Soldiers, 239.
Mount Ida landslides, 149-50.
Mount Magdalen School of Industry, 420.
Muitzeskill, village, 99.

Mutual Bank of Troy, 601.
Music in Troy: 373-91; erection of music hall, 375; associations, 377; German singing societies, 377-78; Troy Vocal Society, 378-79; Troy Choral Club, 379-80; concerts, 380; bands, 381-83, 384; prominent musicians, 384-88; well-known organists, 389; boys' choir, 389-90; music in the schools, 390.

Nalle, a negro, rescue of Charles, 678, 703-05.
Names, attractive Dutch, 49.
Nassau, town of, 100-02, 115, 157, 171.
Nassau, village, 102.
National Bank of Troy, 602.
National City Bank of Troy, 603, 608.
Negroes, separate school for, 284.
New City—see Lansingburgh.
Newspapers of Rensselaer County: general review, 487-99; of Lansingburgh, 125, 129, 131; the first, 488; other early sheets, 494; papers of Troy during Civil War, 229; papers of Troy, 487-88, 491-94; 495-99; Troy's first daily paper, 495; school periodicals, 498; papers of county, 499.
North Greenbush, 109, 111-12, 115, 157, 171.
North Hoosick, village, 93.
North Nassau, village, 102.
North Petersburgh, village, 98.
North Stephentown, village, 97.

Odd Fellows, Independent Order of, 94, 442.
Old Dutch Bible, The, 313.
105th Regiment, in World War, 243-53; General Orders, 250; examples of bravery, 253; return of, 260.
125th Regiment, 189-90.
169th New York Volunteers (Civil War), 190-97.

Pafraets, Dael, former name of site of Troy, 49, 111.
Palmer, Kenneth N., as to Lansingburgh, 119.
Panic of 1814, 175.
Parent-Teachers' Association of Troy, 415-16.
Parks, Public, 94, 112, 658, 142, 657-60.
Parmenter, Franklin J. and Roswell A., lawyers 477.
Pastorates, Outstanding, 323-32.
Patriotic Societies, 444.
Patterson, Charles E., Speaker, 476.
Pawling, Mrs. Eunice, as to Troy, 137-39.
Pawling Sanitarium, 166.
Peace Tree, The, 63.
People's Bank of Lansingburgh, 604.
People's National Bank of Hoosick Falls, 94.
Pershing, General John J., visits Troy, 260.
Petersburgh Junction, village, 93.
Petersburgh, town of, 97-98, 115, 157.
Petersburgh, village, 98.
Petuquapoem, 109.
Pianos, the first made in Troy, 706.
Pioneer Building Loan & Savings Association of Troy, 609.
Pittstown, town of, 95-96, 115, 157.
Pittstown, village, 96.
Playground Association of Troy, 416-18.
Poestenkill, Legend of, 26-28.
Poestenkill, The, 1, 6.
Poestenkill, town of, 108-09, 115, 157, 171.
Poestenkill, village, 108.
Police Department—see Public Safety.
Population of county, 115, 157.
Porter, Peter B., early lawyer, 474.
Potter Hill, village, 93.
Presbyterian Church: Lansingburgh, 125, 316, 317; Nassau, 313; Stephentown, 314; Troy, 316, 319-23, 327-28, 331, 337-40.
Presbyterian Home Association of the city of Troy, 428.
Press—see Newspapers.
Public Buildings, 94.
Public Safety: complete review, 501-11; first police headquarters, 503; chief, 503; debtors' prison, 504; the stocks, 504; hanging of criminals for minor offences in early days, 505; sheriffs of county, 506; first jail, 506; regular and rump police, 507; Lansingburgh police, 508; State troopers, 510-11; police chiefs, 511; police training school, 511.

Quakers: of Pittstown, 314; of Troy, 334-35.
Quackenkill, village, 105.

Railroads: 575-86; first road to Troy, 576-78, 579; bridges, 577, 584; Troy & Stockbridge, 579; Schenectady-Troy, 580-81; Troy and Greenbush, 581; Troy & Boston, 581; first through train from New York, 582; Union Depot, 582; modern station erected, 583; Hoosac Tunnel project, 584; prosperity through railway enterprise, 585; fifty years of service by John Kelly, 586.
Raymertown, village, 96.
Red Cross, The American, 256, 257, 259.
Rensselaer, city of, 89, 112-15, 114, 115.
Rensselaer County Child Welfare Board, 433.
Rensselaer County: watercourses, 1-3; boundaries, 3; topography, 3-4; geology, 4-5; streams, 6-7; aborigines, 9-28; home of Mohicans, 10; discovery of Hudson River, 29-40; Rensselaerswyck manor, 43-49; French and Indian wars, 57-58; Revolutionary War, 71-87, 168-72; Battle of Walloomsac, 71, 79, 81,-82; towns of, 89-117; cities, 119-55; census, 115, 157; highways, 115-16; naming of, 157; set off as, 158; townships, 158; first county officers, 159; first court session, 160; earliest settlers, 160; freeholders, 161; Troy becomes county seat, 162; court

houses and jails, 162-65; almshouse, 166; fairs, 166; Revolutionary roster, 169-72; militia units, 173; War of 1812, 173-75; Mexican War, 177-78; Civil War, 178-201; Spanish War, 201-07; World War, 253; churches, 311-54; fraternal bodies, 439-44; patriotic societies, 444; Pawling Sanitarium, 463-64; Tuberculosis Association, 464-66; legal, 471-86; press, 499; sheriffs, 506; railroads, 583-84.
Rensselaer County Bank of Lansingburgh, 602.
Rensselaer Polytechnic Institute, 267-74, 451.
Rensselaerwyck, 43-55, 65-69, 158.
Revolutionary War: 71-87, 168-72; Ticonderoga, 73-74; battle of Hubbardton, 74; Burgoyne and Schuyler, 74-77; Baum's expedition, 78; march to Walloomsac, 79; battle of Bennington and Walloomsac, 79-82; militia, 85; the surrender at Saratoga, 86; Lansingburgh, 122-23, 168-69; roster of county soldiers, 169-72.
Reynolds, village, 91.
Riflemen, Troy Battalion of, 173.
Roads and Highways: old plank road from Sand Lake, 106; Troy and Berlin Turnpike, 108; of Rensselaer County, 115-16; Troy and Schenectady, 153.
Roberts, William, composer, 116.
Robertson, Gilbert, Jr., justice, 477.
Roche, William J., lawyer, 483.
Rotary Club of Troy, 414.
Rough Rider from Troy, 207.
Rousseau, Dr. Alexander, early physician, 448.
Russell Sage College, 280.
Russell, Sergeant Marcus D., Trojan Rough Rider, 207.

St. Joseph's Club, 436.
St. Joseph's Infant Home, 432.
St. Patrick's Day Riot in Troy, 152-53, 508.
St. Peter's College, 150.
St. Peter's Lyceum, 435.
St. Vincent's Female Asylum, 426.
Salvation Army, 430.
Samaritan Hospital, 457-59.
Sand Lake, town of, 105-07, 115, 157, 171.
Sand Lake, village, 107.
Schaghticoke Hill, village, 91.
Schaghticoke Indians, 62-64.
Schaghticoke, town of, 89-92, 115, 157, 170.
Schaghticoke Village (formerly Hart's Falls), 90.
Schodack Center, village, 99.
Schodack Depot, 99.
Schodack Landing, 99.
Schodack, town of, 98-99, 115, 157, 170-71.
Schools: Hoosick Falls, 94; Lansingburgh, 127, 129, 130, 295-99, 308; Troy Academic, 267-80; public, 281-95; high, 290-94; private, 299-307; parochial, 307-09.
Schuyler, Captain John, 58.
Schuyler's Settlement, 58.
Scotch Seceders' Church at Lansingburgh, 316.
Sculpture, 360.
2d New York Regiment in Civil War, 225-26, 227, 235.
2d Regiment, New York Volunteers, 178-89.
2d Regiment in Spanish War, 201-07.
2d Regiment, N. Y. National Guard, on Mexican Border, 242-43.
Seton Home for Working Girls, 432-33.
Settlements, Early: Walloon, 42-43; Dutch, 54-55; Schuyler settlement, 58.
Settlers, Early: at Schaghticoke, 90; Hoosick, 92; Pittstown, 96; Steventown, 97; Petersburgh, 97-98; Schodack, 99; Berlin, 100; Nassau, 101; Brunswick, 103; Sand Lake, 105-06; Poestenkill, 108; E. Greenbush, 109; N. Greenbush, 111; Rensselaer City, 112-13; Lansingburgh, 120-21; Troy, 133, 136-37; Rensselaerswyck, 160.
Seventh-Day Baptist Church, Berlin, 314.
Seymour, David L., congressman, 475.
Sheridan, General Philip visits Troy, 236.
Shinplasters, 229.
Shodack Castle, Council Fire of Mohicans, 11, 33.
Sliter's Corners, village, 107.
Smith, Benjamin, jurist, 473.
Social Service in Troy, 423-37.
Society of Friends—see Quakers.
Soldiers' and Sailors' Monument, Troy, 201.
Sons of the Revolution, 444.
Sons of Veterans, 444.
South Berlin, village, 100.
South Sand Lake, village, 107.
South Schodack, village, 99.
Spanish War Veterans, 444.
Spiegeltown Village, 91.
Stage Routes, 123-24, 559.
Stark's Account of Battle of Bennington, John, 80, 81.
State Bank of Troy, 600, 608.
State Barge Canal, 2.
State Historical Association, 87.
Stephentown, 96-97, 115, 157, 171.
Stephentown Center, 97.
Stewart, Della E., and to music and women's activities, 373, 393.
Stewart, Philo Penfield, maker of cook stoves, 618-19.
Stone Arabia Patent, 119-22.
Strait, Ebenezer Smith, jurist, 479.
Streams of County, 6-7.
Street Railways, 586-90.

Taborton, village, 107.
Taverns, Early: at Sand Lake, 106; at

Poestenkill, 108; at N. Greenbush, 112; at Troy (Ashley's), 135, 146, 678; Moulton's coffee house, 137, 147; at Lansingburgh, 147.
Thanksgiving Day, origin of, 318.
Theatres of Troy, 689-94, Trojans on stage, 694-99.
Thomas, George H., major-general, 200.
Tiashoke, village, 93.
Titus Eddy & Son, currency ink makers, 629.
Tomhannock, 4, 6, 7.
Tomhannock, village, 96.
Topography of county, 3-4.
Townsend, Martin I., "Grand Old Man of Troy," 478.
Trading Posts, early, 42.
Training Ground, 705.
Treaty, the First Indian, 42.
Tree of Welfare, 13.
Trojan Greens, the militia of Troy, 173.
Trojans in Stageland, 694-99.
Troy, City of: 2, 133-55; earliest names of, 3, 49; Indian villages on site, 11; Vanderheyden's farms, 133-34; early merchants, 135, 136, 137; village platted, 136; early settlers, 136-37; early view of, 137-39; naming of, 139-40; village incorporated, 140-44; early leading residents, 141; industries, 141-42, 154; village trustees, 142; parks, 142; census, 143, 145; wards, 143, 146; first street signs, 144; becomes a city, 144-45; mayors of, 145; hotels, 135, 146-48; old laws, 149; landslides, 149-50; earthquakes, 150; floods, 151-52; St. Patrick's Day Riot, 152-53, 508; Troy Lyceum, 153; highway, 153; becomes county seat, 162; court houses and jails, 162-65; Record in Revolution, 172; the Trojan Greens, 173; Battalion of Riflemen, 173; Civil War, 178-201, 221-40; in Spanish-American War, 201-07; Troy's part in producing the Monitor, 209-20; Troy in World War, 241-64; World War funds, 257-58; Red Cross, 259; Honor Roll, 260-64; schools, academic, 267-80; public, 281-95, 299-309; free schools, 282, 285; first school, 282; Lancasterian schools, 283; negro schools, 284; superintendents, 288; high schools, 290-94; modern school buildings, 294-95; private schools, 299-307; parochial schools, 307-09; churches of, 316, 318-54; art and artists of, 353-64; literature, 365-72; music, 373-91; women's activities, 393-408; civic organizations, 409-21; first Boy Scouts, 420; social service, 423-37; charities, 423-37; clubs, 437-39; fraternal organizations, 439-44; patriotic societies, 444; labor organizations, 444-45; medical profession, 447-69; hospitals, 457-63; public health station, 467.
Troy, City of: station, 467; legal fraternity, 471-86; newspapers, 487, 491-94, 495-99; Department of Public Safety, 501-11; Fire Department, 513-53; commerce by water, 555-74; railroads, 575-86; street railways, 586-90; banks, 591-608; building and loan assns., 608-10; industries, 141-42, 154, 611-49; development of collar industry, 631-49; centennials and miscellaneous, 675, 681; theatres and amusements, 689-99; sports, 699-703; early characters, 705.
Troy, Greater: 651-74; coat of arms and charter, 652; population, 652-53; streets, 653; Public Improvement Commission, 655-56; public parks, 657-60; water supply, 660-63; erection of city hall, 663; public buildings, 664; cost of government, 664; mayors, 665; gas and electric light, 665; telephone, 666; telegraph, 667; public markets, 667-69; post office and federal building, 669; public library, 670-71; State armory, and others, 671-72; cemeteries, 672-74.
Troy Academy, 300.
Troy Boys' Club, 436.
Troy Catholic Male Orphan Asylum, 426-27.
Troy Choral Club, 379-80.
Troy City Bank, 598.
Troy Coöperative Savings & Loan Association, 609.
Troy Female Seminary, 137, 276-79.
Troy Fusiliers, 174.
Troy Hospital, 459-61.
Troy Invincibles, military company, 174.
Troy Lyceum of Natural History, 153, 451.
Troy Orphan Asylum, 424.
Troy Savings Bank, 597, 602, 607.
Troy "Times" Fresh Air Home, 105.
Troy, town of, 89, 126.
Troy Trust Company, 604, 608.
Troy University, 303-06.
Troy Vocal Society, 378-79.
Tucker, Rev. John I., S. T. D., priest-musician, 325-26, 386-87.
27th Division, American Expeditionary Forces, 243-53.

"Uncle Sam," the original, 141, 175-77.
Union Church, Lansingburgh, 317.
Union Labor Organizations, 444-45.
Union Bank of Troy, 599, 607.
Unitarian Church of Troy, 351.
United Hebrew Charity Organization of Troy, 433-34.
United National Bank of Troy, 603, 607.
United New Netherland Company, 42.
United Revenue Laws in Civil War, 235.
United States, Daughters of 1812 of Rensselaer County, 444.
Universalist Church, 129, 317, 336.

Valley Falls, village, 96.
Valve industry, 130, 625.
Van Buren, President Martin, visits Nassau, 101.
Van Rensselaer Kiliaen, the first patroon, 43, 67.

Van Rensselaer, Stephen, founder of Polytechnic Institute, 269, 677.
Van Santvoord, George, lawyer and author, 476; Seymour, member Public Service Commission, 476.
Van Schaick Island, 60.
Van Zandts, Inc., 642.
Vanderheyden, Dirck, first of family in Troy, 133, 322, 678.
Vanderheyden Purchase, 50, 133-34.
Vaughan, Elsie, 26-28.
Verrazzano, Giovanni da, 30.
Veterans of Foreign Wars, 444.

Walloomsac Village, 93.
Walloomsac, Battle of, 71, 79, 81-82, 168; memorial park at, 86-87.
Walloons, first colonists, 42-43.
Wars: French and Indian, 57-58, 60; Revolutionary, 71-87, 168-72; War of 1812, 126, 173-75; Mexican, 177-78; Civil, 178-201, 221-40; Spanish-American, 201-07; World War, 241-64.
War Chest, World War, 258.
War of 1812, 173-75, 126.
Waterford, 2.
Water Routes, modern, 1.
Watervliet, 2.
Watervliet, Arsenal, 228, 628.
Watson Elkanah, proposes deepening of Hudson and Mohawk rivers, 137.
Wellington, Burton Julian, the first Trojan killed in World War, 254.
Wellington, George B., senator, 483.
Wemp, Jan Barentsen, purchases the Great Meadow, site of Troy, 49, 50.
West Hoosick, village, 93.
West India Company, 47.
West Sand Lake, village (formerly Ulines), 107.
West Steventown, 97.
Whale, story of the, 121.
Willard, Emma, educator, 137, 155, 270, 275-78, 401, 679.
Wilson, Samuel, the original "Uncle Sam," 141, 175-77, 679.
Windows, memorial, 364.
Winslow, John F., and the "Monitor," 209, 678.
Witenagemot, the Peace Tree, 63.
Women's Activities: 393-408; gifts to churches, 397-98; public memorials, 398; Day Home Assn., 399; Y. W. C. A., 399-400; in literature and art, 402; patriots, 403-04; clubs, 404; prominent women in public work, 404-08.
Wood (Walter A.) Mowing and Reaping Machine Co., 95.
Woodworth, John, lawyer, jurist and author, 473.
Wool, John Ellis, 174, 177-78, 179, 197-98.
World War: general review of Rensselaer County's part in, 241-64; medical record in, 456; military lists, 709-768 (Appendix).
Wynantskill, The, 1, 6.
Wynantskill, village, 112.
Wyomanoch, village, 97.

"Yankee Doodle," the birthplace of, 65-66.
Young Men's Christian Association, Troy, 434-35.
Young Men's Hebrew Association of Troy, 437.
Young Women's Christian Association of Troy, 399-400, 435.
Young Women's Hebrew Association of Troy, 437.

BOSTON PUBLIC LIBRARY
3 9999 06563 767 8